

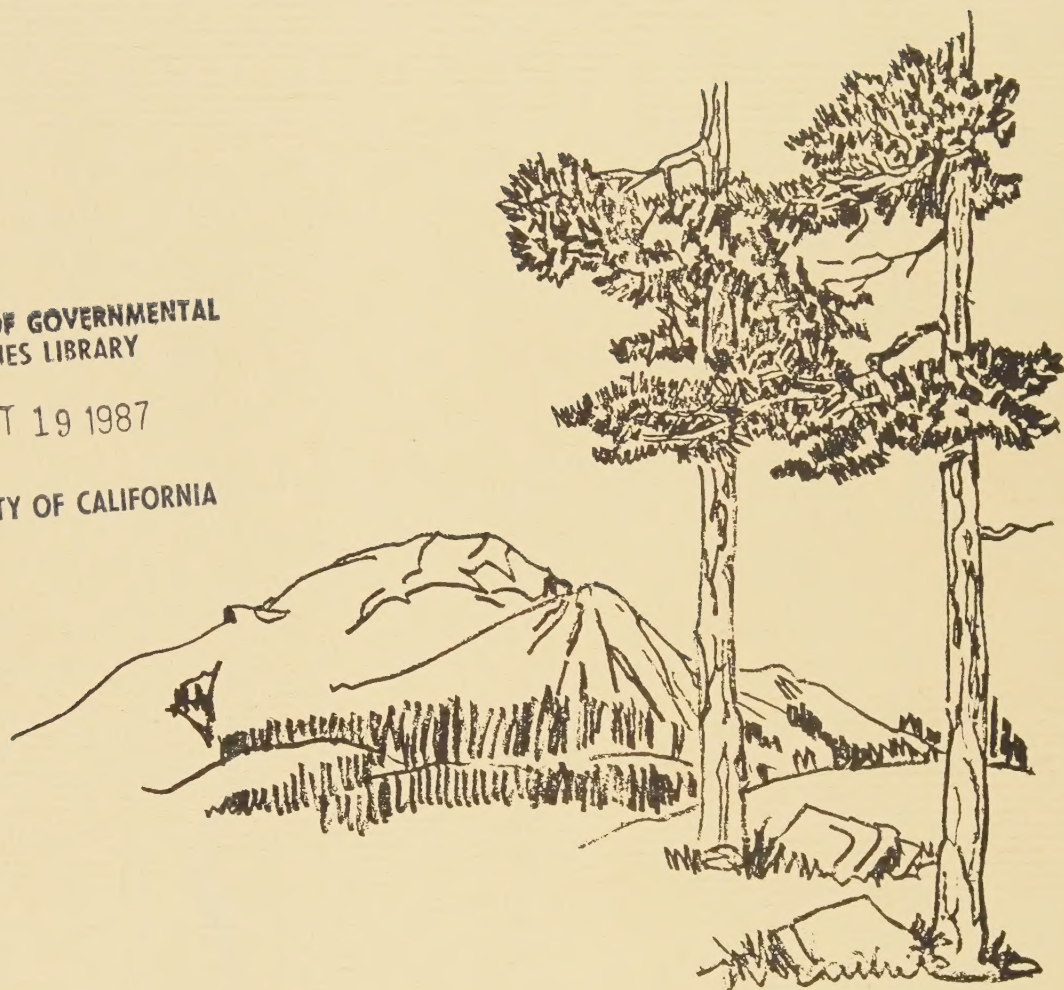
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THE TOWN OF MAMMOTH LAKES

GENERAL PLAN



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THE TOWN OF
MAMMOTH LAKES

GENERAL PLAN

TOWN OF MAMMOTH LAKES GENERAL PLAN

ACKNOWLEDGEMENTS

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Dan Dawson
Gail Frampton
Don Koenig
Allan O'Connor
Jim Ognisty

EX OFFICIO

Shirley Blumberg
Dave Marlow
Dean McAllister
Greg Newbry

THE TOWN STAFF

Brian N. Hawley, Planning Director
William T. Taylor, Associate Planner
Tina Smith, Administrative Secretary

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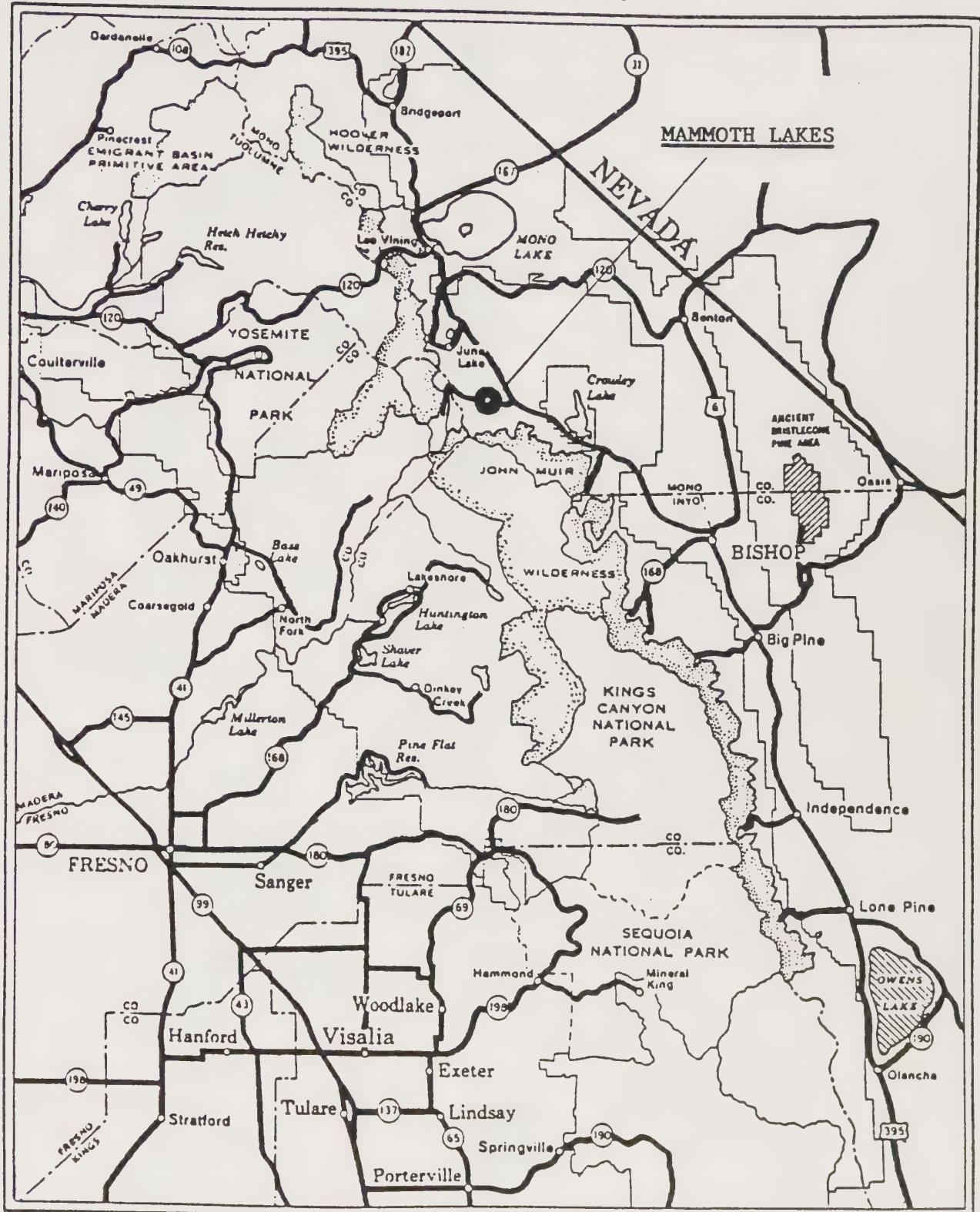
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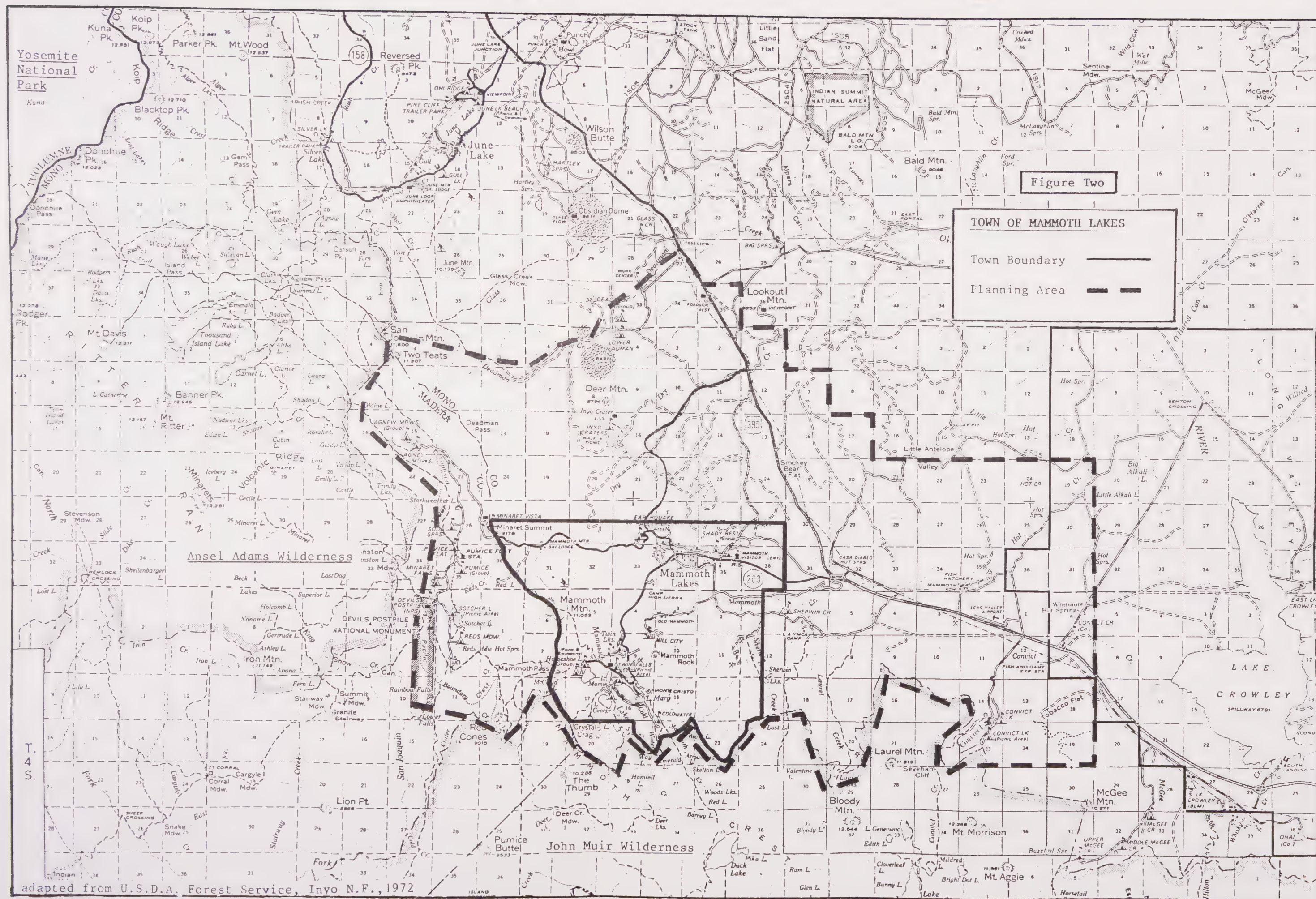
Introduction & Administration

VICINITY MAP



adapted from U.S.D.A. Forest Service, Inyo N.F., 1972

Figure 1



INTRODUCTION AND ADMINISTRATION

A. Introduction

Mammoth Lakes nestles like a jewel between the steep eastern escarpment of the Sierra Nevada on the west and the beautiful White Mountains on the east. Its dramatic mountain scenery, rich natural resources and diverse recreational opportunities have long attracted residents and visitors. Indians once lived and traded in the area, goldseekers prospected in the 1870's, and skiers, hikers, sightseers, fishermen and hunters enjoy the area today.

The tremendous growth of the ski industry in the 1960's and 1970's changed the Town of Mammoth Lakes from a small community of 390 people in 1960 to its present assumed permanent population of 5,000. The Mammoth Mountain Ski Area, one of the nation's leading ski resorts, hosts over one million skiers each winter season.

The Town of Mammoth Lakes incorporated in August, 1984 and includes within its boundaries the Mammoth Mountain Ski Area and the Lakes Basin - recreational and scenic assets that make the Town a year-round resort community.

B. The Planning Area

Government Code Section 65300 requires that "Each planning agency shall prepare and the legislative body of each city shall adopt a comprehensive, long-term general plan for the physical development of the city, and of any land outside its boundaries which in the planning agency's judgment bears relation to its planning." The planning area for the Town of Mammoth Lakes includes areas where existing or proposed facilities have a direct relationship to the current Town boundaries. The planning area incorporates the Mammoth-June Lake Airport which primarily serves the Town; the Whitmore Park facilities southeast of the airport which the Town operates and maintains; Smokey Bear Flat easterly of Highway 395 which offers active recreational opportunities such as snowmobiling for Town residents and visitors; the Mammoth Scenic Loop road which the Town maintains; and the Deadman Creek - San Joaquin Area where proposed activities such as future ski facilities will have an impact on Town services.

Cooperative planning in this extraterritorial area will help establish consistency in development standards, promote the orderly and efficient extension/expansion of community facilities and services, and, will clearly identify the Town's continued interests and involvement in the area.

C. The Mammoth Lakes General Plan - Description and Purpose

The General Plan of the Town of Mammoth Lakes is designed to promote the public health, safety and general welfare of the

community. The Plan is a comprehensive, long term and internally consistent document that sets forth goals and policies for the Town to follow when making decisions concerning the community's future. The goals and policies are intended to ensure that the community's livability is enhanced rather than reduced as the Town develops .

The Mammoth Lakes General Plan is formulated for a 20 year planning horizon. The plan includes: 1) A discussion of current and future planning issues concerning the community's functional and natural systems and activities relating to the use of lands, 2) findings which identify the major issues the General Plan should address, 3) community goals addressing those issues, and 4) specific policies to implement the goals.

The Mammoth Lakes General Plan:

- Is an expression of public policy in the form of generalized maps, goals and policy statements.
- Identifies the Town's environmental, social and economic goals.
- Sets forth policies for the maintenance and improvement of the existing community development and for the location and character of future development.
- Is the basis for the development of more specific standards, regulations and ordinances which comprise the Town Development Code.
- Forms the basis for subsequent planning studies such as the preparation of Specific Plans and special reports.
- Identifies the need for, and methods of improving coordination of community development activities among all units of government.
- Serves as a basis for evaluating specific projects prepared by the private sector.
- Assures that all public (agency) actions are consistent and coordinated with the policies of the General Plan.
- Will be regularly reviewed and revised as necessary to be consistent with the needs and desires of the community.

The progress of the implementation of the General Plan will be monitored by the Town Planning Department and Planning Commission, which will submit an annual report to the Town Council regarding the Plan's status. The Plan will be regularly reviewed and revised as new information becomes available and as community needs and values change.

D. Plan Development

In developing the Mammoth Lakes General Plan the Town reviewed the existing County General Plan for the community (Mono Plan IV) and the draft Mammoth Lakes General Plan prepared by the Mono County Planning Staff. The data collected as part of the county draft plan preparation process and the Preliminary Draft EIR prepared for that Plan were also used in the development of the Town's General Plan. In addition, the Technical Advisory Committee assisted in the identification of community issues, values and planning problems.

The General Plan reflects the needs and desires of the community as determined by public hearings and comments.

E. Structure of the General Plan

The Mammoth Lakes General Plan is organized into three sections:

- I. - Introduction and Administration
- II. - General Plan Elements
 - Land Use and Public Facility Element
 - Transportation and Circulation Element
 - Housing Element
 - Conservation and Open Space Element
 - Safety Element (including Seismic Safety)
 - Noise Element
- III. - Land Use Districts

Each element of the General Plan and the Introduction and Administration Section contain background information and findings relevant to present and future planning issues and community needs. Each Plan element includes overall and specific goals, and policies addressing the issues identified in the element. The Land Use District Section identifies the Land Use Districts within the Town and sets forth the general type and intensity of land use to be developed within each District.

1. Background Data and Findings

The background data and findings presented in each section are based on previous studies, environmental analyses and surveys conducted prior to and during the preparation of the Mammoth Lakes General Plan.

The background information was evaluated to determine the issues and community needs. These issues and needs were then concisely stated in the form of Findings.

2. Goals

The General Plan goals are the statements of the results desired through the implementation of the General Plan. They specify what the planning effort is supposed to accomplish.

3. Policies

The policies are the official strategy statements of the Town to achieve the community's goals for the future growth and development of Mammoth Lakes. In addition to providing the Town's official position regarding the community's future, the policies also provide:

- 1) General evaluation guidelines for development proposals and community improvements.
- 2) A guide for public programs and improvements, and
- 3) A concise statement of Town planning policy which can be used by the public, the business community and other governmental agencies in developing their respective development plans.

4. Implementation

The implementation of the General Plan goals and policies will be through the enactment of regulatory measures in the Town Development Code, including land use guidelines and criteria, development incentives and disincentives, codes, and subdivision ordinances. General Plan implementation will also be accomplished through capital improvement programs, Specific Area Plans and approved development proposals and agreements.

F. How to use the General Plan

The Mammoth Lakes General Plan is to be used by both decision-makers and the general public. The Plan contains diagrams of the location and types of planned land uses, transportation systems and public facilities and services. The Plan also contains development guidelines for specific community sub-areas or land use districts. The Plan is thus tailored for neighborhood-specific as well as community-wide application.

Parcel-Specific Use information will be found in the community-wide land use map(s). These maps indicate the planned use for the parcel, and the planning district the parcel is located in. The district land use guidelines in Section III of the General Plan should then be consulted to determine more specific land use information for the parcel. As definitive plans for the planning districts are prepared, these may also be consulted.

GENERAL GOALS OF THE MAMMOTH LAKES GENERAL PLAN

The following are the goals of the Mammoth Lakes General Plan:

1. To provide for community development that is consistent with the community's general health, safety and welfare.
2. To preserve and maintain the unique natural setting and mountain resort character of Mammoth Lakes while accommodating changing community needs and conditions.
3. To preserve and maintain the natural environment and wildlife of the area.
4. To provide opportunities for economic growth and diversification.
5. To provide a wide range of housing, employment and community facilities for the Town.
6. To provide a land use plan and policies that provide suitable types and intensities of land use.
7. To establish conservation and development policies for the wise management of the Town's resources.
8. To establish transportation policies that will promote the development of a comprehensive transportation system for the community.
9. To establish policies for the development of public services and facilities in accordance with the community's needs and the Town's resources to provide for those needs.

Administrative Policies

The following policies are set forth to facilitate the achievement of the overall planning goals for the Town of Mammoth Lakes:

1. The Mammoth Lakes General Plan shall serve as the comprehensive guide for planning and development for the Town.
2. The General Plan shall be thoroughly reviewed on a regular basis, but not less than every five years, and will be amended and revised to reflect the Town's changing needs and conditions.

The community-wide land use goals and policies are presented in the individual elements of the General Plan. The goals and policies indicate the Town's position regarding community growth and resource conservation and development. The goals and policies, along with the General Plan Map, provide the overall guide for community development.

Development Permit Processing can be initiated once the General Plan Map, goals and policies and district guidelines have been consulted. If a proposed project is consistent with the provisions of this Plan, the next step is to determine which review procedures and approvals are required. The determination of plan consistency and approval procedures shall be made by the Town's Planning Department and its determination may be appealed to the Town Planning Commission and Town Council.

The Town may require planning studies, environmental and alternative analyses and planning documents and maps be prepared as part of the project approval process. The specific procedures for project approval are set forth in the Town Development Code and other Town ordinances, as well as in state and federal codes, laws and requirements, and the requirements of affected agencies and jurisdictions.

G. Plan Revisions and Changes

As no general plan can forecast future changes in community values and objectives, or new information and data, the Mammoth Lakes General Plan will require revisions from time to time. The governing body of the Town, developers or citizens wanting changes, can seek a revision in the Plan. General Plan revisions or amendments will be considered up to four times per year in accordance with state law.

Changes, additions or deletions in the General Plan findings, goals, land use designations or policies will be required for example, when a development proposal significantly alters permitted uses. Amendments may also be required if major changes in community growth rates, composition, commercial development or the environment occur.

Amendments to and revisions of the Mammoth Lakes General Plan will require environmental analyses, either an Environmental Impact Report (EIR) or Negative Declaration, to be prepared in accordance with the California Environmental Quality Act (CEQA).

3. The proposed revisions and amendments to the General Plan shall be fully reviewed at public hearings before adoption by the Town Planning Commission and Town Council.

4. The Town Development Code and other ordinances shall be in conformance with the General Plan and shall provide performance standards for development.

5. Land use information and other planning data shall be continually maintained and updated in order to monitor how well the objectives of the General Plan are being met, and to detect any changes in community needs and requirements which should be addressed in the General Plan. Existing land uses shall be inventoried and updated as occupancy permits are issued in order to easily maintain the land use data base.

- The Town shall monitor changes in the ski industry development and other economic developments which could have a direct effect on community facility requirements and growth.

- The Town shall monitor the community's population trends and characteristics to detect changes in community needs which should be reflected in the General Plan.

- The Town shall monitor transportation patterns and housing needs in order to detect when improvements should be made and when General Plan policies should be modified.

6. The Town shall monitor and maintain a liason with the Mammoth Mountain Ski Area (MMSA), U.S. Forest Service and all public agencies and private entitites which might have an impact on the Town. This will require joint planning and decision making regarding the development of ski areas commensurate with the community's ability to accommodate additional visitors and growth. Any agreements should set forth each participant's responsibilities for provision of seasonal and year-round employee housing, transit, overhead lift facilities and services required commensurate with existing and future ski area expansion. Also, a similar arrangement shall be established between the Town, the Sherwin Bowl or other operators and the U.S. Forest Service. Additional areas of concern between the Town and the Forest Service include any future ski area or major recreation developments potentially affecting the Mammoth Lakes Community.

7. The Town shall establish a Planning Area which includes lands beyond the Town Boundaries in which the Town has an interest or activity or on which development or other activities could be established which may impact the Town. Within the Planning Area, the Town shall establish an Urban

Service Boundary as a prerequisite to the establishment of a Sphere of Influence by the Local Agency Formation Commission.

8. The Town's Capital Improvement Program shall be reviewed by the Planning Commission and Town Council on an annual basis to determine conformity with the Mammoth Lakes General Plan.

General Plan Elements

Land Use

LAND USE ELEMENT

The Land Use Element of the General Plan discusses the recommended use of land within the Mammoth Lakes boundaries and provides policy guidelines for the planning of the appropriate land use types, location, intensity and design of future community development.

The purpose of the Land Use Element is:

1. To identify existing and future land use issues;
2. To provide guidance through goals and policies, that identify appropriate land use patterns and development intensities, provide for facilities and services commensurate with community needs and establish overall development guidelines; and,
3. To designate planning districts within the community. Section III of the General Plan presents a thorough discussion of each Planning District's location and development potential.

The Land Use Element is divided into six sections:

1. Population and economic issues
2. Existing land use and development patterns
3. Public facilities and services
4. Land use classifications and distribution
5. Identification of planning districts, and
6. Land Use Element findings, goals and policies

1. Population and Economic Issues

Community Population and Economic Information - provides a basis for determining land use, housing, transportation and public facility needs and for identifying potential environmental impacts due to projected community population and economic growth. The existing population and economic data and projections in this element were used to develop the goals and policies for the other Plan Elements.

Mammoth Lakes is a year-round destination resort community which depends primarily on the ski industry and summer activity visitors for its economic survival. The number of permanent residents, the amount of commercial, service, and industrial

development, and the extent of community facilities and services development is directly related to the number of winter and summer recreation visitors to the Mammoth Lakes area. Presently, the number of winter visitors controls the growth of housing and commercial development within the community, and defines the type and size of transportation and school facilities. As summer visitors grow in number and spend money in the community, the summer visitor may also begin to significantly affect commercial, industrial and housing development in the community.

The population of Mammoth Lakes fluctuates throughout the year because of the seasonal tourist oriented nature of the community. The Elements of the Town's General Plan must therefore address the needs of both the permanent population, as well as the winter and summer visitor population.

The year-round permanent population constitutes the base population of the community. The Town of Mammoth Lakes has the largest permanent year-round and visitor resident population in Mono County. The Town's estimated resident population in 1987 is approximately 5000 people.(1)

The actual population of the Town is always greater than the permanent population due to visitors and second home owners. This fact is critical because the majority of public services and facilities which are and will be required are based on the maximum people at one time rather than the base permanent population. In other words, the determination of the Town's holding capacity is a function of the maximum number of persons that can be accommodated without destroying the Town's rural alpine ambiance and without jeopardizing the health and safety of residents and visitors alike.

The maximum number of people at one time (PAOT) in Mammoth Lakes occurs during major winter ski weekends. At that time, approximately 29,000 PAOT including approximately 22,000 skiers at one time (SAOT) are estimated to be in Mammoth Lakes. As shown in Figure 3, approximately 7,000 others,(2) which includes the 5,000 permanent Mammoth Lakes residents are also present.

Average winter weekdays are estimated to have 75% of the peak winter day population or 21,750 PAOT.(3) The maximum persons at one time (PAOT) estimate is based on surveys of the occupancy rates and persons per unit during major winter ski weekends and the current number of housing units as shown in Figure 4. The estimated number of skiers at one time is based on the maximum number of skiers at the Mammoth Mountain Ski Area during major ski weekends.

(1) Earth Metrics, Housing Needs Study, 1984

(2) Others are persons in Mammoth Lakes who either reside there or are visiting, but not using the skiing facilities.

(3) Quad Consultants, Inc., Winter Population Survey Report, 1983.

FIGURE 3⁽¹⁾

EXISTING MAXIMUM PEOPLE AT ONE TIME (PAOT)

Existing Skiers, PAOT, Residents and Observers

29,000 Existing Maximum PAOT
-22,000 Existing SAOT (19,000 Alpine, 3,000 Nordic)⁽²⁾
 7,000 Others⁽³⁾ (5,000 Permanent Residents and 2,000
 Observers)⁽⁴⁾

FUTURE SKIERS, RESIDENTS, OBSERVERS AND OTHERS⁽⁵⁾

Future Skiers At One Time (SAOT)

Mammoth Mountain	24,000
Sherwin Bowl	8,000
Nordic	<u>5,000</u>
TOTAL SAOT	37,000

Future Persons At One Time (PAOT) (By mathematical ratio method)

$$\frac{22,000 \text{ Existing SAOT}}{7,000 \text{ Existing Others}} = \frac{37,000 \text{ Future SAOT}}{X \text{ Future Others}}$$

$$X = 11,800 = \begin{matrix} (8400 \text{ Permanent Res.}) \\ (3400 \text{ Observers}) \end{matrix} \quad \begin{matrix} 11,800 \text{ Future Others} \\ + 37,000 \text{ SAOT} \\ \hline 48,800 \text{ PAOT} \end{matrix} \quad (6)$$

Comparison Of Future PAOT To Present PAOT

48,800 Future Maximum PAOT
-29,000 Current Maximum PAOT

19,800 Additional PAOT to Accommodate 37,000 SAOT

-
- (1) The controlling growth rate is based on the ratio of existing alpine skiers (19,000) to proposed number of alpine skiers (32,000).
- (2) Source: Allan O'Connor & Assoc. & USFS.
- (3) 'Others' are persons present in Mammoth Lakes on major ski weekends who are not skiing. This includes permanent residents.
- (4) 'Observers' are non-skiing visitors.
- (5) Source: U.S.F.S., O'Connor & Assoc.
- (6) Assuming 32,000 alpine SAOT and using QUAD Consultants weighted average ratio of 1.63 PAOT per SAOT, the peak population at the end of this planning period would be 52,000 PAOT.

FIGURE 4

CURRENT HOUSING AND POPULATION⁽¹⁾

<u>Permanent Resident Units</u>	<u># Units</u>	<u>% of Total</u>	<u>Population @ 2.7/Unit</u>
Single Family	1150	55	3105
Apartments	400	19	1080
Condominiums	412	20	1112
Mobile Homes	<u>120</u>	<u>6</u>	<u>324</u>
TOTAL	2082	100%	5621

<u>Visitor Units (available for rental)</u>	<u># Units</u>	<u>Persons Per Unit</u>	<u>Population</u>
Single Family (80% occup.)	190	6.8	1033
Apartments	88	3.5	308
Condominiums (80% occup.)	3708	6.8	20,171
Hotel/Motel	<u>920</u>	<u>2.0</u>	<u>1,840</u>
TOTAL	4906		23,352

Total Population 28,964
or (rounded) 29,000

(1) Estimates by D. A. Woolfe & Assoc. based on discussions with local realtors, motel operators and various local residents.

Population and Growth Trends - In 1877, when gold was discovered on Mineral Hill, three cities in the vicinity of the present community of Mammoth Lakes were established: Mill City, Pine City and Mammoth City. Approximately 1500 persons flocked to Mammoth seeking their fortunes. The peak mining activity of 1879 was followed by a decline in the mines and eventually the whole mining community due to inadequate technology to economically retrieve the gold.

Between 1880 and 1900 the area was populated by the seasonal migration of cow hands who grazed cattle in the high meadow areas. The mines were reopened briefly in 1898, but once again they failed to prosper and were closed shortly thereafter.

Tourism began during the early 1900's when Mammoth Camp was established in the Mammoth Meadow. During the twenties and thirties the Town prospered, providing tourists with lodgings, boat rentals and pack trips. Winter recreational activities during this period were greatly restricted due to the heavy snow fall in the Sierras.

With the completion of State Highway 203 in 1937 tourism continued to grow, and began to include winter recreational activities. Downhill skiing became popular in the 1930's at McGee Mountain, and the Mammoth Mountain Ski Area initiated operations.

In 1941 with improved snow removal capability, the popularity of downhill skiing increased and by 1960, Mammoth Lakes had a permanent population of 390.

In 1965 the U.S. Forest Service designated this area as a Winter Sports area. The tremendous growth of the skiing industry during the 1960's and 1970's has been paralleled by a commensurate increase in the Town's population and economic development. In order to continue this trend, sensitive ski area planning, development and marketing are essential elements in the future growth of Mammoth Lakes.

The Mammoth Mountain Ski Area (MMSA) has a present current permit capacity of 19,000 skiers per day. In the future with planned lift and base lodge improvements, the maximum permitted skiers at one time (SAOT) has been established by the Forest Service, the primary regulatory agency, at 24,000 skiers. This permit level can be exceeded approximately five times during the winter ski season until MMSA reaches buildout. In addition to the Mammoth Mountain Ski Area, a second ski facility at Sherwin Bowl is proposed for development during the next 20 year planning horizon subject to Forest Service approval. The preferred maximum SAOT at Sherwin Bowl is projected to be 8,000 skiers. Nordic skiing activity in the Mammoth Lakes area is also expected to increase from the current number of cross country skiers to 5,000 skiers at one time.

If the downhill activity at the Mammoth Mountain and Sherwin Bowl Ski Areas and nordic skiing activity increases as expected, the peak persons at one time (PAOT) occurring within the next 20 years would be approximately 48,000 (See Figure 3).* The permanent community population is anticipated to increase to approximately 8,400 persons, an increase of 3,400 (See Figure 3.)

The Economy - of Mammoth Lakes is built primarily around one industry, the skiing industry. As shown in Figure 5, the majority of the community's work force is based on servicing winter tourism. The economic and employment imbalance between the winter ski season and off-season periods is therefore of critical concern to the community.

There are approximately 560 employers in Mammoth Lakes, with the trade sector containing the largest number of employers, 162, or 29% of the total. Employers in the service sector number 108, or 19% of the total.

The community's reliance on one industry which is based on the discretionary income of tourists leaves the Town vulnerable to down turns in the national and state economy. Further, poor skiing conditions (i.e., low snowfall seasons or extended periods of inclement weather) negatively affect the community's economy.

The unusually low winter skiing activity in 1981, which is discussed in the Recreation Land Use section, is one of the factors which has stimulated the community's interest in strengthening the winter economy and in increasing the summer economy. Currently, the Town of Mammoth Lakes has a limited summer economy, which is again based on tourist and construction activity. While winter activities will undoubtedly continue to dominate, the expansion of summer visitor activity and expenditures, and the development of possible industrial and manufacturing activities, will reduce the community's near complete reliance on the ski industry and provide potential year-round employment for winter seasonal employees and other residents.

The Town, through the General Plan goals and policies and criteria in the Town's Development Code, is endeavoring to reinforce winter tourism, encourage the development of summer recreational activities and light industrial development in order to develop a more stable economic climate. Light industrial uses are being encouraged through the development of an industrial park area in the Gateway District.

The recent formation of the Mammoth Lakes Resort Association should provide the needed coordination and planning for tourism marketing and promotion. In other ski communities, such as Vail and Aspen, Colorado, and Bend, Oregon, coordinated promotional activities have resulted in higher year-round visitation numbers.

* See footnote (6), Page 12

FIGURE 5

EMPLOYMENT BY EMPLOYMENT SECTOR

<u>Employment Sector</u>	<u>Permanent/Full Time Employees (1)</u>		<u>All Employees (1)</u>	
	<u>Number</u>	<u>%</u>	<u>Number</u>	<u>%</u>
Services	369	14	667	12
Wholesale, retail trade	369	14	890	16
Finance, insurance, real estate	343	13	334	6
Recreation	316	12	1390	25
Restaurant, bar	316	12	556	10
Construction	316	12	778	14
Lodging, property management	290	11	556	10
Government	132	5	361	6.5
Transportation utilities	132	5	167	3
Agriculture, forest, fish	0	0	0	0
Mining, manufacturing	0	0	0	0
Total Number of Employees:	2,637		5,559	

(1) Numbers do not add to 100% due to rounding.

Source: ESA, 1984, Earth Metrics, 1983

2. Existing land use and development patterns

Existing Land Use Activities - in the Mammoth Lakes community are characterized by a wide range of land use type, intensities and ownership patterns. The urbanized portion of the community consists of less than 2500 acres of privately owned land which is surrounded entirely by land administered by the U.S. Forest Service. Other nearby major land owners include the U.S. Department of Interior (1) and the City of Los Angeles.

To the west of the community are National Forest System lands used for active and passive recreation which include the Lake Mary/Twin Lakes Basin, Red's Meadow, Mammoth Mountain and also Devils Post Pile National Monument administered by the National Park Service. The Mammoth Mountain Ski Area (MMSA) is the most important land use activity and employer in Mammoth Lakes. Major activity nodes at the MMSA are the main lodge, warming hut II, chair 2, and chair 15. Other recreational areas in the vicinity of Mammoth Lakes are described in the Recreation Land Use section.

A major characteristic of the community is the seasonality of land use activities. During the seven-month winter season when the MMSA is available for skiing, activity is centered in the Town of Mammoth Lakes. During the summer months of July, August and September, activity shifts to areas outside of the Town, and includes hiking, camping, fishing and other outdoor recreation activities. As a result, many businesses experience large fluctuations in demand for services and products. October and November are the lowest period of visitor and business activity. Figure 6 summarizes the existing residential, commercial and industrial development within the community. The existing development reflects the recreational visitor orientation of the Town.

The Present Pattern of Development - in the Mammoth Lakes community is shown in Figure 7. Commercial areas parallel the major roadways, principally Highway 203 (also known as Main Street), north Old Mammoth Road and Minaret Boulevard. The Main Street Commercial District is the oldest business district in the community and is characterized by haphazard strip commercial development. Parking, snow storage, pedestrian and auto access and circulation present problems in the area during peak winter months. The area lacks any cohesive architectural theme which further contributes to an impression of fragmentation.

The Minaret Road commercial area is also auto oriented and primarily serves the winter visitor although some non-winter, non-visitor uses have established in this area. Pedestrian access is difficult and the intersection of Minaret and Main is very heavily congested during peak travel periods.

(1) The Bureau of Land Management, and the National Park Service.

FIGURE 6

EXISTING DEVELOPMENT

. Residential Uses⁽¹⁾

<u>Permanent Resident Units</u>	<u># of Units</u>	<u>% of Total Units</u>
Single Family	1150	16
Apartments	400	6
Condominiums	412	6
Mobile Homes	<u>120</u>	<u>2</u>
Total	2082	30%
<u>Visitor Units (available for rental)</u>	<u># of Units</u>	<u>% of Total Units</u>
Single Family	190	3
Apartments	88	1
Condominiums	3708	53
Hotel/Motel ⁽²⁾	<u>920</u>	<u>13</u>
Total	4906	70%
GRAND TOTAL	6988	100%

. Commercial/Industrial Uses (Constructed Area)

Commercial/office development ⁽³⁾	681,150 sq. ft.
Industrial/warehousing ⁽⁴⁾	119,430 sq. ft.

(1) Estimates by D. A. Woolfe & Assoc.

(2) Includes hotel, motel, lodge and dorm units.

(3) Includes retail sales/shops, restaurants, markets, groceries and liquor stores, offices, entertainment, movies, auto service and repair, government and public utilities, and existing non-conforming uses.

(4) Includes contractors' building supplies, industrial and manufacturing uses, and warehousing and storage facilities

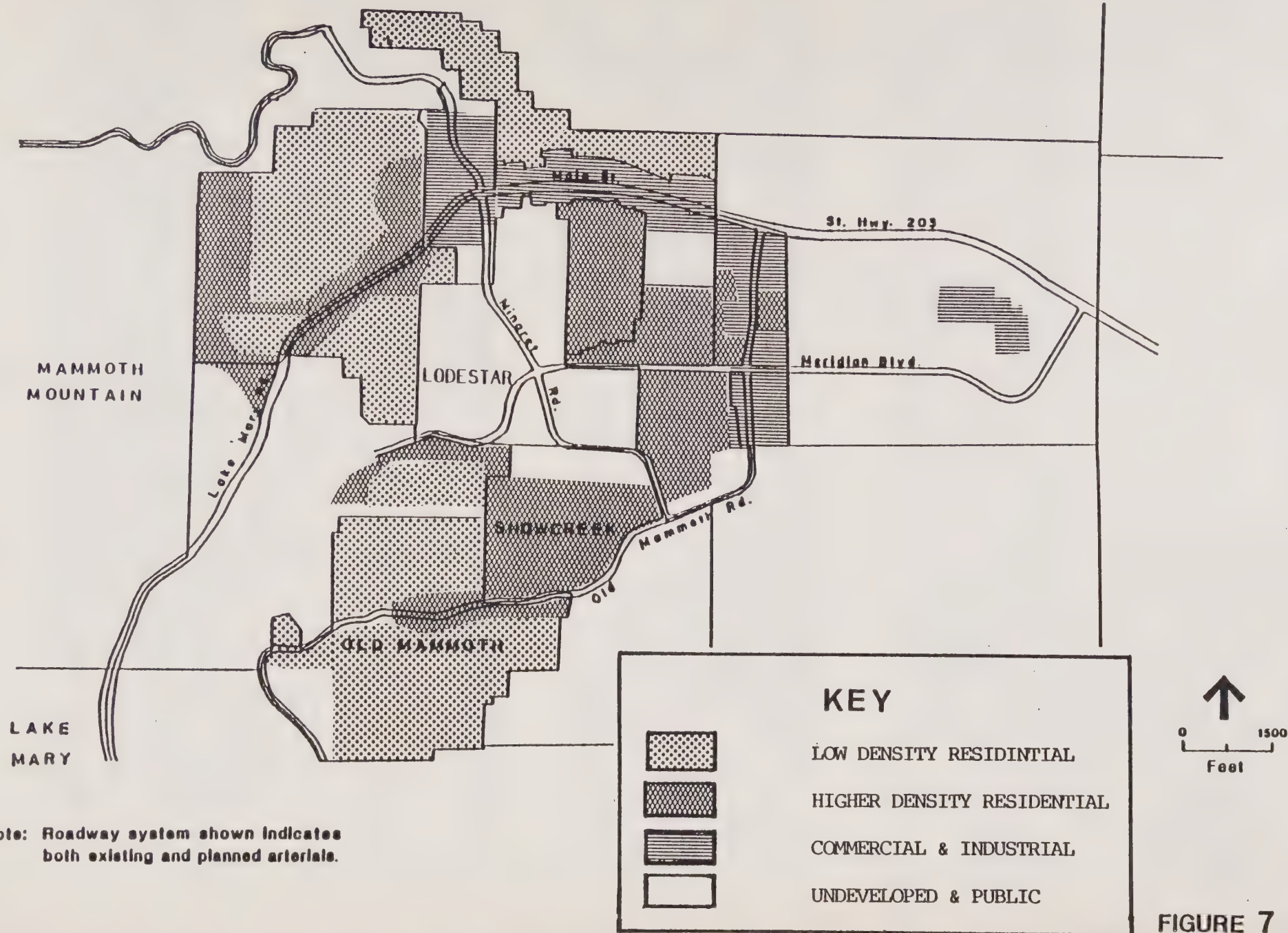


FIGURE 7

Residential land uses primarily make up the remaining area surrounding the commercial strips. As presented in Figure 6, approximately 6900 dwelling units exist in Town. The vast majority, approximately 4120 units are condominiums, which comprise the dominant feature of the Town's urban landscape. In the past, the absence of urban design consideration and the lack of rigid application of required zoning setbacks and height limits has resulted in a community image which reflects missed design opportunities.

Lodging unit residential uses, approximately 920 units, are presently concentrated in the three major commercial districts. Mobile home residential uses are a minor component of the total dwelling unit supply.

Industrial uses contain approximately 119,430 square feet of industrial space (1) of which approximately 11,100 square feet are vacant. Industrial uses along Sierra Park and Sierra Manor roads in the Old Mammoth District do not conform to existing zoning district designations and conflict with adjacent residential and commercial uses. These incompatible uses are encouraged to relocate to the industrial park in the Gateway District.

Vacant Land - which has not been committed for development is shown in Figure 8. Vacant land available for development outside the Gateway Planning District, is approximately 1115 acres. Approximately 305 acres are designated for single family development, 480 acres for planned unit development, 50 acres of Commercial, and 83 acres for multi-family residential development. The remaining 197 acres is located in the Lodestar area whose development status is undetermined. However, the General Plan land use designation is Resort.

The Gateway District contains approximately 120 acres of undeveloped area of which approximately 12 acres are designated for additional school facility development, over 15 acres are planned for the completion of the existing industrial park, approximately 4 acres to be used for a Town corporation yard and other public uses, about 40 acres for housing, approximately 41 acres of open space and recreation uses and 8 acres for church purposes.

(1) Inventory of Commercial Space by Triad Engineering, February 1985.

FIGURE 8

VACANT DEVELOPABLE LAND (Approximate Acreage)

<u>PLANNING DISTRICT</u>	<u>LAND USE DESIGNATION</u>					
	<u>Single Family</u>	<u>MDR</u>	<u>HDR</u>	<u>Institutional/ Public Facilities</u>	<u>Resort</u>	<u>Commercial</u> <u>Industrial</u>
Mammoth Slopes	56		8 (lodge)		8	
Minaret Commercial			11			25
Mammoth Knolls	22					
Main Street Commercial			25 (HDR) 30 (lodge)			12
The Pines	21		1 (HDR)			
Lodestar					197	
Sierra Valley		24				
Meridian			30 (lodge)			
Old Mammoth Commercial		3	9			13
Gateway(1)	(40)			(24)		(15)
West Ridge	17		24			
Old Mammoth	185		7			
Snowcreek					298	

(1) Vacant land in brackets included within the SP designation.

Mammoth Lakes Land Use Inventory, Quad Consultants, 1983.

Significant Development Projects - ongoing or proceeding through the planning approval process are discussed below and summarized in Figure 9.

- The Expansion of the Mammoth Mountain Ski Area - to a 24,000 skiers at one time (SAOT) capacity from the current 19,000 SAOT. Major facility improvements programmed to reach projected SAOT levels include: development of skiing areas/facilities on the Mammoth Community side of MMSA, increased capacity of base 7 (located in the Juniper Ridge area at the western terminus of Meridian Boulevard) from 4500 SAOT to 7900 SAOT only if adequate transportation to the base is available. Base 5 is planned to be located to the north of base 6 along Route 203 north of the Main Street/Minaret intersection. The number of MMSA employees are anticipated to increase from the present number of 1100 to 2290. The majority of these employees are seasonal. Existing MMSA employee housing accommodates 120 employees in 60 units.(1)
- Sherwin Bowl Ski Area - is a second ski area which may be developed in Mammoth Lakes subject to U.S. Forest Service approval. The area is proposed to accommodate 8000 SAOT. In addition to downhill skiing facilities, nordic and snow play areas are also proposed. Commercial uses are proposed for the base lodge facility. Approximately 475 employees may be employed at Sherwin Bowl.
- The SnowCreek Development - was approved by Mono County in 1981 and could result in up to 2332 condominium units and 150,000 square feet of commercial space. A 9-hole golf course has also been approved and may be expanded to a 18-hole course on adjacent National Forest System lands if current exchange policies for national forest system lands are modified to accommodate this type of exchange.
- Juniper Ridge Project - located in the West Ridge District, east of Lake Mary Road, is a proposed multi-use development proposal consisting of condominium units and hotel/motel units in a resort/convention hotel. The site also includes base lodge 7 for the Mammoth Mountain Ski Area.
- Gateway Project - includes completion of the existing industrial park, construction of a municipal yard, maintenance and storage facility, and approximately 100 single family units. A Specific Area Plan has been approved for the area.

Additional potential projects include Meridian Village, Shady Rest, Bluffs and Laurel Meadows sites which are described in Figure 9.

(1) Mammoth Mountain Ski Area, 1984, Development Plan update.

FIGURE 9

MAJOR FUTURE PROJECTS UNDER CONSIDERATION

<u>PROJECT AREA</u>	<u>SINGLE FAMILY</u>	<u>CONDO/APT.</u>	<u>HOTEL/MOTEL</u>	<u>M.H./R.V.</u>	<u>POPULATION</u>	<u>% OF NEEDED POPULATION INCREASE OF 19,800 TO SERVE 37,000 SAOT</u>
Snow Creek Alt. #1		2,332			11,408	58%
" " " #2		1,901	863		11,025	56%
" " " #3		1,469	1,726		10,638	54%
Juniper Ridge		284	300		1,890	9%
Meridian Village		300	150		1,768	9%
Gateway	100			400	1,170	6%
Lodestar		(Resort project 197 acres x 6.0 units/ac.)			5,780	29%
Shady Rest*		300*			978	5%
Bluffs	101				273	1%

Alternative #1 is emphasis on condo development
 " #2 is emphasis on both Condo and hotels
 " #3 is emphasis on hotel/motel development

* Reserved primarily for affordable housing units

3. Public Services and Facilities

The orderly, efficient and timely location and provision of public facilities and services serves as a framework for community development. The public facilities, services and utilities within the Town will need to be improved or expanded to support the community's growing needs. As public facilities are usually expensive and permanent improvements, it is important that they be planned, programmed and developed in an economic and coordinated manner. The following section contains inventories and discussions of the Town's needs, both present and future for community facilities and services, including the water supply system, wastewater management, storm drainage system, public schools, fire protection services, police services, street and road maintenance, and community recreation facilities and services.

The goals and policies which appear at the end of the Land Use Element, have the objective of providing sufficient public services and facilities in phase with community development, up to the growth levels anticipated within the next twenty years. The policies require that the development of public facilities and services be coordinated to achieve balanced community growth which is in accordance with the natural resource opportunities and constraints of the community.

The Water System - The Mammoth County Water District (MCWD) provides both water and sewer service to the urbanized portion of the Mammoth Lakes community. The boundaries of the MCWD service area are shown in Figure 10. The Mammoth Mountain Ski Area provides water for its lodges and resort facilities under a permit from the U. S. Forest Service. Campgrounds and recreational facilities maintained by the Forest Service have their own water supplied through wells and surface water diversions.

The primary source of water for the MCWD service area is Lake Mary. The water is delivered to the MCWD water system by a 10-inch pipeline which follows the Lake Mary Road to the service area. The delivery system which was undersized and in some cases in poor condition, has been progressively upgraded. A few areas continue to need improvement. The Fire District is concerned that the water distribution system is not sufficient in many areas of the community to meet current fire-flow requirements. Continuation of the MCWD system upgrading program should therefore continue to meet the demands of existing and future community developments.

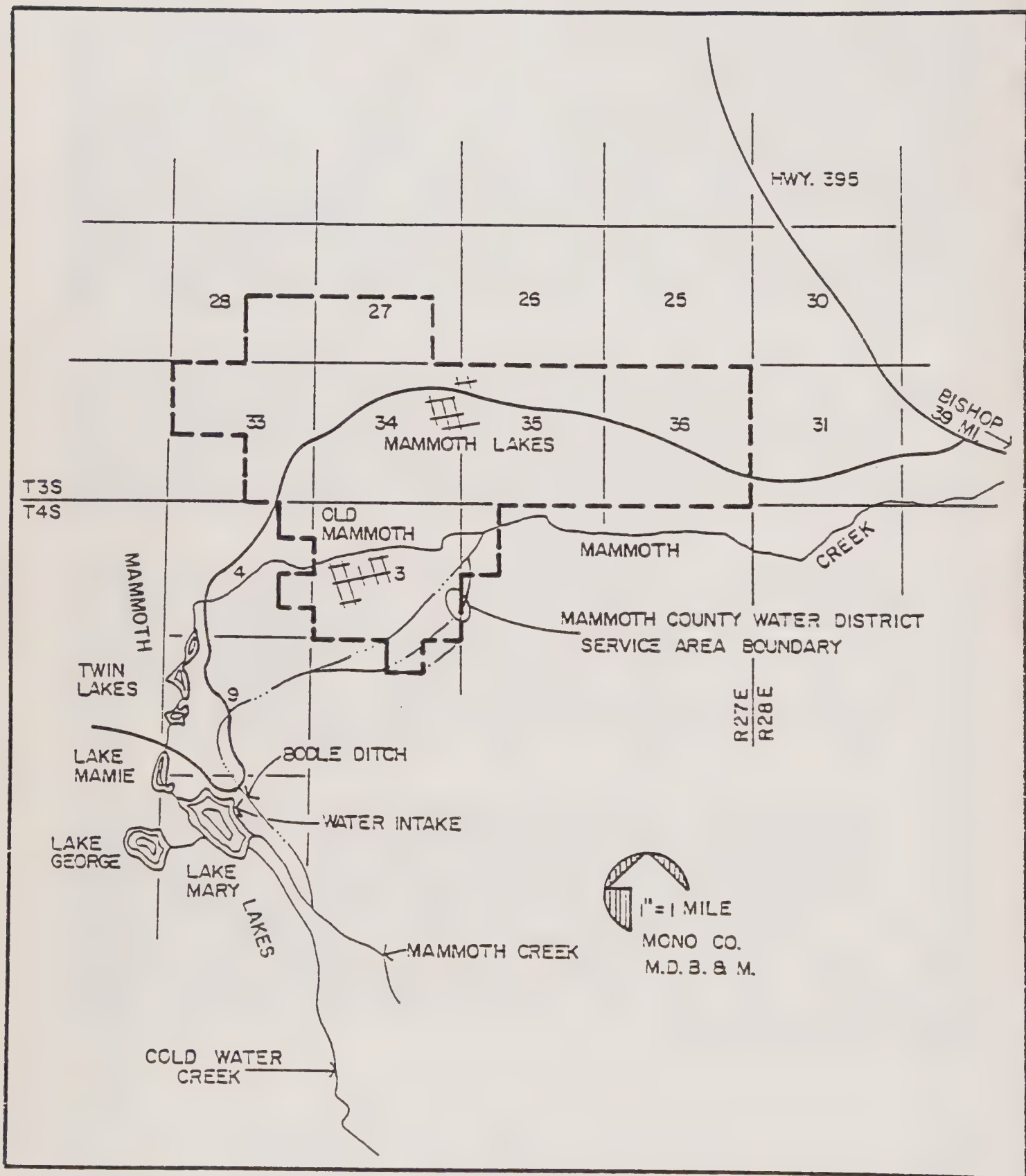


FIGURE 10

MAMMOTH COUNTY WATER
DISTRICT SERVICE AREA

The existing and proposed water supply consists of: 1) a surface water right of 5 cfs(1) from Lake Mary, 2) a well which is projected to produce as much as 1.56 cfs(2) and 3) a second well which is expected to produce .45(3) cfs. Two new wells are presently being developed in the Mammoth Meadows area. Test drilling and analysis of these wells has been completed and it is estimated that they will produce a total of approximately 2.24 cfs. The wells are planned to be in service by the summer of 1987. Well development is being financed out of District capital funds from permit and connection fees.

The Lake Mary surface right is subject to a number of restrictions requiring maintenance of minimum flows in Mammoth Creek, a maximum Lake Mary level variation of 5.7 feet, and minimum water flows in Bodle Ditch.

Stream flow inspections by MCWD of the minimum flow standards were not met for several days in April, May, June in 1983. Since runoff flows during 1983 were greater than normal, a below normal runoff year could increase the incidence of flow standards not being met if current water demand remains constant.

Estimated water demand in Mammoth Lakes varies seasonally, as shown in Figure 11. Water consumption increases during the summer months (May through September) largely due to outdoor watering and irrigation. More accurate estimates of seasonal, per capita water usage should be made, however, to determine how water is used within the MCWD service area and to develop appropriate measures to maximize water usage efficiency.

During average precipitation years, there is adequate surface runoff to meet existing needs except during the months of January, February and March, during which time the MCWD uses well water to supplement the water supply from Lake Mary to assure proper distribution of water throughout the water supply system. Under drought conditions, such as those which occurred in 1960 and 1977, shortfalls could occur, and a rationing program especially during the summer months could be required, including the complete curtailment of outdoor water usage.

(1) Cubic feet per second

(2) 700 Gallons/min. (GPM)

(3) 200 Gallons/min. (GPM) This well has been test pumped and manganese is present. The feasibility of this well use is still to be determined. There are maximum production amounts which may not be attainable on a yearly basis.

During drought conditions, existing wells may be required to be pumped all year. It is not known if this pumping could result in an overdraft of groundwater supplies. The groundwater basin is not well understood. An early study of the Mammoth groundwater resources (1) estimated that if existing wells, not including the two new wells, were pumped continually, 1445 acre feet per year could be extracted which could possibly overdraft the basin.

As stated earlier, present groundwater basin outflow information is very preliminary and may be incorrect. For example, additional basin outflow may be greater occurring in fractures in the basalt geologic units holding the basin water. It is therefore critical that detailed geohydrologic analyses of the groundwater and surface waters in the Mammoth Basin be prepared and groundwater levels monitored closely to prevent overdraft of the groundwater basin.

(1) Department of Water Resources, Southern District. December 1973, Mammoth Basin Water Resources Environmental Study.

Figure 11

WATER USE - 100 Percent Normal Precipitation

Month	Water Available From Lake Mary AF	MCWD Water Use AF	Committed Water Releases AF			Total Monthly Water Assignment AF	Net Water Available to MCWD AF	Cumulative Net Water Available AF	Net Water in Storage AF
			(a)	(b)	(c)				
Oct	237.6	152	92	18	110	262	-24.4	-24.4	511.2
Nov	222.2	143	89	0	89	232	- 9.8	-34.2	501.4
Dec	224.2	200	92	0	92	292	-67.8	-102	433.6
Jan	199.3	199	92	0	92	291	-91.7	-193.7	341.9
Feb	167.1	188	83	0	83	271	-103.9	-297.6	238.0
Mar	181.2	197	92	0	92	289	-107.8	-405.4	130.2
Apr	312.8	173	89	0	89	262	50.8	-354.6	181.0
May	1149.8	230	92	151	243	473	676.8	322.2	606 (Full)
Jun	1964.6	250	89	146	235	485	1479.6	1801.8	606
Jul	1241.0	328	92	92	184	512	729.0	2530.8	606
Aug	519.5	298	92	46	138	436	83.5	2614.3	606
Sep	292.6	250	89	24	113	363	-70.4	2543.9	535.6
TOTAL	6712	2608	1083	477	1560	4168	-	-	-

(a) Monthly quantities of water required to meet minimum stream requirement below Lake Mary

(b) Monthly quantities of water required to meet minimum Bodle Ditch requirement

(c) Total of (a) + (b)

The average future population water demands are shown in Figure 12. If no new water sources including groundwater are found or developed, then major usage restrictions would be required. The two new wells due on-line in 1987 will help ease the existing water shortage problem. The use of wastewater recharge would take careful planning to audit environmental impact. Reclamation and recharge projects have, however, been successfully instituted in other California communities.

Potential sources of supplemental water include additional groundwater usage, additional surface water capture through increased storage capacity, reclaimed wastewater, and imported water. All of these supplemental sources will require extensive feasibility and environmental analysis. The following is a brief discussion of potential programs to increase water sources:

- Development of additional storage - The construction of additional storage above and at Lake Mary would help during dry years by conserving flows during high runoff months for later release during low flow months. The amount of storage that will be needed will depend on a comprehensive study of how per-capita use can be reduced and how much groundwater may be safely used. A water rationing program in conjunction with additional storage would help to further stretch water supplies.
- Determination and appropriate use of groundwater capability - Groundwater will be an important source of water to meet increased future demands. A comprehensive study of the safe yield of the basin and the effects of long-term pumping on the groundwater basin and stream flow in Mammoth Creek should be conducted. The extent to which groundwater can be used without adverse effects will determine how much development can be supported by the water resources.
- Reduction in per capita usage - A more accurate estimate of per capita water use by type of user will permit better projections of future water usage and help identify how water can be used more efficiently, thereby reducing demand.

Until recently water users were billed a flat rate. Water meters have now been installed and billing based on consumption has been initiated. The MCWD anticipates that the consumption-based billing program will reduce water consumption perhaps as much as 30%. (1) The actual reduction in demand, however, will depend on future billing rates.

(1) Mammoth County Water District

FIGURE 12

AVERAGE WATER DEMAND

	PAOT	
	<u>30,000</u>	<u>48,000</u>
Average Water Use or Gallons/day/person	4.3 CFS 94*	7 CFS 94*
Available Water (5 CFS surface rights, 1 CFS wells)	6 CFS	?
If no new wells are proven then Available Water	6 CFS	6 CFS
Differential	1.7 CFS	(1) CFS
Available Water Per Person Per Day	129 Gallons	81 Gallons
Comment	Acceptable	Barely tolerable with usage restrictions

* Peak winter days. Summer demands increase per capita use for year-round residents because of irrigation. Summer increase about 1 mgpd for the entire District.

While high rates of outdoor water use in June and July presently coincide with high runoff due to snow melt in normal years, continued irrigation in August cannot be sustained by snowmelt. The Town should therefore restrict landscaping and encourage use of drought resistant plants in future developments and any developments being rehabilitated, to reduce outdoor water use.

A lawn watering program used in arid areas can also reduce water consumption. Watering in the evening or only on certain days for various areas in the community can reduce and even out demand. Other water saving programs such as reduced flush toilets and grey water use should be studied and implemented as appropriate.

- Wastewater reclamation and reuse - The use of grey water (non-septic wastewater) for the irrigation of major recreational complexes, such as golf courses could be instituted, if economically and environmentally acceptable. Additionally, depending on the recharge characteristics of the Mammoth Groundwater Basin, and economic, environmental and public health considerations, wastewater could be reclaimed through a tertiary treatment process and returned to the groundwater basin for later introduction to the community's water supply through pumping. Pumping tertiary treated water back to Lake Mary should be studied carefully as downstream use of the water for potable water (1) and fisheries could be affected. The feasibility of this "second use" of water should be studied, as it could effectively reduce existing and future water demand.
- Imported water - from such potential sources as Crowley Lake and Convict Lake should be studied, if in-basin sources are insufficient to meet future demand. (2) Importation could reduce growth impact on basin water resources and their beneficial uses by leaving more water for in-stream uses. A number of environmental, institutional and economic issues would have to be analyzed prior to determination of the feasibility of a water importation program.

Importation from Lake Crowley would be expensive, as it requires the pumping of water through 12 to 23 miles of pipe and lifting it over 1400 feet in elevation. The water would have to be purchased from the Los Angeles Department of Water and Power.

(1) Drinkable.

(2) State Water Resources Control Board, FEIR on MCWB Water Management Plan.

In conclusion, the community growth anticipation under the General Plan within the next 20 years will result in significant increases in water use thereby requiring the institution of water conservation programs, and the analysis and development of additional water supply sources. Until sufficient water supply may be guaranteed, the expansion of development within the community shall be carefully coordinated with the available water supply. Toward this end, the Town shall secure, on an annual basis, actual and projected water supply figures from the Water District.

Wastewater Management - The Mammoth County Water District (MCWD) operates the community sewage system and treatment facility for the Town of Mammoth Lakes and the Lakes Basin Area. The treatment plant is located in the Valley District to the east of the Gateway area. The plant has a 2.2 million gallon per day (mgd) capacity.(1)

Currently average flows to the plant are 1.6 mgd, with peak daily flows of 2.4 mgd.(2) The District estimates at least .1 to .2 mgd of daily influent are due to infiltration, during periods of high snow melt from March to June.

The plant ponds located at the existing treatment plant were recently damaged by seismic activity and the Lahontan Regional Water Quality Control Board instructed the District to develop new ponds which have been completed and have just come on line.

As indicated in Figure 13, the existing 2.2 mgd wastewater treatment plant is currently in need of expansion under the present peak population of 30,000 persons at one time (PAOT). Any additional population growth will require an increase in treatment plant capacity. A 5 mgd treatment facility will be required to serve the 20-year horizon population of 48,000 to 52,000 PAOT. Sewage facilities, service and interceptor lines and lift stations should be developed commensurate with community growth.

Storm Drainage System - The Town of Mammoth Lakes is becoming increasingly urbanized. As land development occurs, there is an increase in impervious surfaces and an increase in runoff from rainfall during fall and spring thunder storms and the spring snow melt. Past development activities in the community, which were conducted under limited development control, have created significant runoff and erosion problems. Many developments have changed flow patterns and enlarged runoff volumes. The largely uncontrolled runoff is accelerating erosion thereby increasing

(1) MCWD, Gary Sisson, Chief Plant Operator

(2) ibid.

sediment loads and creating water quality problems in Mammoth Creek. These problems are also aggravated by direct discharges to Mammoth Creek of surface runoff from heavily developed commercial areas containing sediment, oil, grease and nutrients.(1)

As the Town has continued to develop, erosion and drainage problems which were just minor inconveniences in the past are becoming significant, creating flooding and water quality degradation. At present, only portions of the community are served by an integrated storm drainage system. The majority of the community is traversed by numerous natural or man-made surface channels, and drainage problems are prevalent.

(1) Mammoth Lakes Storm Drainage Plan, 1984.

FIGURE 13

WASTE WATER TREATMENT IMPROVEMENT NEEDS

<u>Improvement Phase</u>	<u>Accommodated District Population</u>	<u>Mammoth Lakes PAOT</u>	<u>Peak 24 Hr. Plant Flow</u>	<u>1983 Cost</u>
II	35,200	30,000	3.2 MGD	\$2,284,400
III	55,000	48,000	5.0 MGD	\$2,805,100
IV*(1)	71,500	68,000	6.5 MGD	\$1,860,000(2)

(1) Extrapolated from January 1983 Gram/Phillips Study.

(2) This is a minimum cost estimate, as beyond 5 MGD all phases of sewage treatment activities must be enhanced. An entire new plant may be required to meet Phase IV requirements.

A detailed storm drainage plan for the community has been prepared under the direction of the Mono County Public Works Department. The Mammoth Lakes Storm Drainage Plan sets forth an improvement program to rehabilitate existing developed areas and policies, standards and procedures to guide future development. A design manual for storm drainage and erosion control was also prepared to be used for the evaluation of future development. A discussion of community drainage, flooding and erosion problems is presented in the Safety Element. A federal Emergency Management Agency study will be prepared to identify areas subject to flood inundation.

The Storm Drainage Plan proposes to retain or improve natural streams where possible, rather than replacing them with storm pipe (for aesthetic, cost and functional reasons). Natural channels provide more storage capacity than pipes, thus reducing outflow from an area. They are also more aesthetically pleasing and cost effective.

Where storm pipes are to be used, they will be placed in streets wherever possible. Some easements will be required across private property, primarily where existing development has occurred near stream zones and existing drainage paths. Also, building setbacks will be established from streambanks in the Town Development Code. Wherever easements will be required, every attempt will be made to locate them along property lines or in the least developed portion of the property. Drainage improvements have been categorized into three priorities:

Priority 1 Improvements - were selected to eliminate existing drainage and erosion control problems.

Priority 2 Improvements - include solutions less critical to drainage problems and facilities required to provide adequate drainage trunk capacity for ultimate development.

Priority 3 Improvements - principally include improvements for local storm drainage.

Figures 14 and 15 present improvements for each priority category. The improvements are listed in their suggested order of construction.

The improvement program in the Mammoth Lakes Storm Drainage Plan requires large capital expenditures for the construction of facilities and smaller annual expenditures for the operation, maintenance and administration of the system.

The Town will assure that development projects provide necessary on and off site drainage facilities in accordance with the Drainage Master Plan. Additionally the Town will require development and redevelopment projects to prepare appropriate erosion and runoff control measures which protect adjacent properties, drainage courses and Mammoth Creek from the adverse effects of runoff.

FIGURE 15

Priority 2 Improvements

Item	Drainage subarea	Location	Description of Improvement	Construction cost, dollars
a	III-5	Entire subarea	All master plan improvements not constructed in Priority 1, except Lakeview Boulevard.	1,020,600
b	II-2	Entire subarea	All master plan improvements not constructed in Priority 1, except Shovercreek Road.	596,000
c	III-3	Entire subarea	All master plan improvements not constructed in Priority 1.	492,200
d	III-4	Main Street	Construct new drainage trunk from outlet at Murphy Gulch upstream.	1,136,600
e	III-7	Canyon Boulevard, Minaret Road, Berner Street, Main Street	Construct drainage trunk from Canyon and Lakeview Boulevards to Main Street.	191,500
f	III-8	Mammoth Knolls, Anton Circle	Construct storm drain and curb and gutter improvements on Minaret Road, Mammoth Knolls between Minaret Road and Jostrieger Place, and on Anton Circle.	261,300
g	III-6	Forest Trail	Construct storm drain and curb and gutter on Forest Trail, Holiday Circle to Grindelwald. Construct new drainage trunk on Main Street.	241,400
Total Priority 2 Improvements--Construction Cost				4,740,200
Contingency--10 percent				474,000
Engineering, legal, and administrative--15 percent				1,185,000
Total Cost				6,399,200

Priority 3 Improvements

Item	Drainage subarea	Description of Improvement	Construction cost, dollars
a	II-1	Construct all Master Plan facilities.	256,500
b	II-3	Construct drainage improvements in Area A.2b.2b.	315,000
c	III-2	Construct all Master Plan facilities.	728,500
d	III-4	Construct all Master Plan facilities not constructed in Priority 2.	578,900
e	III-5	Construct facilities in Lakeview Boulevard.	191,300
f	III-6	Construct all Master Plan facilities not constructed in Priorities 1 and 2.	258,900
g	III-7	Construct all Master Plan facilities not constructed in Priorities 1 and 2.	1,323,500
h	III-8	Construct all Master Plan facilities not constructed in Priorities 1 and 2.	38,900
Total Priority 3 Improvements--Construction Cost			3,792,000
Contingency--10 percent			379,000
Engineering, legal, and administrative--25 percent			948,000
Total Cost			5,119,000

(1) 1985 Estimates

FIGURE 14

Priority 1 Improvements

Item	Drainage subarea	Location	Description of improvement	Construction cost, (1) dollars
a	III-1	Murphy Gulch	Construct new siltation basin and improve existing basin.	165,000
b	All areas	All areas	Erosion control improvements.	178,500
c	III-5	Lake Mary Road/ Majestic Pines Drive	Install new storm drain on Majestic Pines Drive to carry flow from Davison, John Muir, Lake Mary Roads; install new storm drain and curb and gutter on Lake Mary Road southwest of Lakeview Boulevard.	267,400
d	III-5	Davison/John Muir Roads	Construct new storm drains; improve roadway drainage; stabilize roadside slopes.	426,500
e	III-5	Lake Mary Road/ Hidden Valley Road	Install storm drain on Lake Mary and Hidden Valley Roads. Construct curb and gutter on east side of Lake Mary Road from Lakeview Boulevard to Minaret Road.	162,700
f	III-5	Joaquin/Lupin/Mono/ Manzanita/Center Street	Construct new channel improvements and culverts or storm drain trunks from Joaquin Road to Center Street. Construct storm drain on Center Street.	1,015,000 ^a
g	III-7	Canyon Boulevard	Construct new storm drain and curb and gutter improvements from Lakeview Boulevard to Warming Hut II parking lot.	575,000
h	III-3	Sierra Park Boulevard	Install new storm drain trunk in Sierra Park Boulevard from Sierra Nevada Road to Main Street.	201,500
i	II-2	Chateau Road near Old Mammoth Road	Construct new storm drain and curb and gutter from Azimuth Drive to outlet at creek. Construct new sediment retention basin. Construct new storm drain in Sierra Manor Drive.	274,400
j	II-3	Old Mammoth Road	Mammoth Creek Drainage Crossing--Construct new box culvert creek crossing; stabilize creek channel near crossing.	35,000
k	III-6	Mountain Boulevard to Vacation Place	Construct storm drain and curb and gutter improvements between Rusty Lane and Mountain Boulevard; on Rusty Lane; on Holiday Circle; between Holiday Circle and Vacation Place; and on Vacation Place.	200,700
l	III-8	Forest Trail to Banner Street	Construct storm drain trunk from Forest Trail and Minaret to Banner Street.	144,300
m	II-3	Old Mammoth residential area	Construct drainage improvements except in Area A2.b.2.b. Install sediment retention basins and require on-site retention facilities where applicable.	1,060,000
Total Priority 1 Improvements--Construction Costs				4,706,000 ^a
Contingency--10 percent				471,000
Engineering, legal, administrative--25 percent				1,177,000
Total Cost				6,354,000

^aThese figures assume Alternative 1 is selected in Tributary Subarea III-5. If Alternative 2 is chosen, the Item f. cost and the total cost would be reduced by \$476,500.

Public Schools - Mammoth High School is located at the northeast corner of Meridian Boulevard and Sierra Park Road in the Gateway District. A new elementary school site of 18.75 acres has been established to the east of the existing high school. The elementary site was acquired through the financial assistance of the State Office of Local Assistance. A future middle school site may be located on approximately 12 acres to the northeast of the high school site.

The average daily attendance (ADA) has declined from 600 students (ADA) in 1983-84 to an ADA for the 1984-85 school year of 585 students.

Enrollment levels at each grade level have varied from year to year without any identifiable demographic changes in the community. Additionally, winter 'transient' students vary from year to year which may increase student projections based on community growth.

Approximately 1040 students are anticipated to require schooling in the Mammoth Lakes Community, once the Town has grown to 48,000 PAOT with an estimated permanent population of 8000 (See Figure 16). Possibly additional transient students may have to be accommodated at that time.

An additional school facility will be required to accommodate the anticipated Town permanent population of 8000. If future area growth concentrates in the Hilton Creek area, the School District proposes to construct a K-6 elementary to K-8, and the existing 7-12 high school to a 9-12 high school. However if area growth is relatively even, the School District plans to construct a middle school (6-8) in the Gateway District and change the elementary facility to K-5, and the high school to a 9-12 facility. School construction costs to accommodate future community growth will therefore vary between \$3.3 million dollars for an elementary facility to \$4.2 million dollars for a new middle school facility.

Planning for additional school facilities should proceed in advance of development requiring those so that improvements are in place when students require them.

FIGURE 16

SCHOOL FACILITY NEEDS

		<u>Persons at One Time (PAOT)</u>	
		<u>Existing</u> <u>30,000</u>	<u>Future</u> <u>48,000</u>
Permanent Residents		5,000	8,000
Number of Students per school			
	K - 6	325	520
	7 - 9	-0-	-0-
	7 - 12	325	520
	10 - 12	-0-	-0-
Total Enrollment		650	1040(1)
Existing Capacity(2)			
	K - 6	325	
	7 - 12	375	
Differential		50	(340)
Needed Future Facilities (48,000 PAOT) (3)			
Middle School (40,000 sq. ft.)		- \$4.2 Million	
Elementary School (30,000 ^{or} sq. ft.)		- \$3.3 Million	

-
- (1) Based on school district generation factor of one student per 7.67 persons (permanent population).
- (2) Based on construction of planned elementary school in the Gateway District.
- (3) Selection of a middle school or elementary school to accommodate future growth will depend upon community growth patterns and education needs.

Community Recreation Facilities - Presently, there are limited recreational facilities for the primary use of Mammoth Lakes residents. Primary existing facilities include: 1) the Community Center Facility located at Minaret Road and Forest Trail, has a meeting hall, library, tennis courts and park, 2) the Whitmore site located in the county east of Highway 395 and 3) the six acre Forest Service playfields north of the Shady Rest area. Unfortunately, the Whitmore site is located too far from the Town to serve as a neighborhood park. The other area, not operated by the County or Town which provides recreation opportunities for community residents, is the playing field at the Mammoth High School. A variety of recreational amenities have been included in many private development projects, but they are not normally available to the general public.

During public meetings, accessible community recreation needs were identified as an area of critical concern. The need for a coordinated trail system was also identified. The community trail system should ultimately tie into existing trails, be available for public use, and connect community recreation facilities. A more complete discussion of the community trail system and its development is contained in the Transportation Element.

A detailed Park and Recreation Plan will be prepared by the Town which will identify the basic community recreation needs, and outline specific implementation goals and policies. The plan will become an Element of the General Plan.

Fire Protection Services - Fire protection and emergency response is provided to the urbanized portion of the Mammoth Lakes community by the Mammoth Lakes Fire Protection District. The U.S.D.A. Forest Service provides fire protection for the Mammoth Mountain Ski area and Inyo National Forest Lands west of Town. The Mammoth Lakes Fire Protection District responds to structural fires in the forest area and adjacent lands to the east as requested. A detailed discussion of community fire protection needs and the upgrading and improvement plan is found in the Safety Element of the General Plan.

Briefly, the Fire Protection District covers approximately eight square miles and includes Mammoth Lakes and the Lakes Basin area. The District operates a fire station on Highway 203 near the intersection of PineCrest and a second station on Old Mammoth Road near Snowcreek. The District is presently staffed by two paid personnel, a chief and assistant chief, and approximately 67 volunteer firefighters. Additional staffing includes one master mechanic and 18 paramedics, one third of whom are stationed in Mammoth Lakes.

The Fire District is served by the Mammoth County Water District and according to fire officials, the water pressure is adequate. However, certain areas have insufficient fire flow. Further, there is little excess fire flow capacity to support new

development. (Please refer to discussion in the Safety Element.) Other fire suppression deficiencies include poor access due to poor road design and circulation restrictions due to severe winter storms.

The Mammoth Lakes Fire Protection District Master Plan specifies several programs for the upgrading of fire protection facilities and services, including: 1) the possible provision of a satellite fire station to service the Mammoth Mountain Ski Area should the ski area contract with the District for fire services; and, 2) a training facility. The District proposes to make these improvements through a combination of land dedications, general revenue financing and the assessment of builders, developers and property owners through appropriate ordinances.

Development has been permitted subject to installation of fire suppression techniques such as smoke detectors, sprinklers, fire retardant roofs and fire resistive walls. Average water flows of 2000 gallons per minute for four hours is required in all areas. However, many hydrants fall short of delivering a 2,000 gallons per minute fire flow. The Water District plans to increase water delivery capacity to the Gateway District and improve delivery to the remainder of the community.

The Fire District has a fire prevention program to partially compensate for fire suppression deficiencies described above. Additional steps to be taken to improve fire safety within the community are described in detail in the Fire Protection District Master Plan and briefly outlined in the Safety Element.

In order to assure community development is designed with appropriate fire prevention techniques and has adequate fire protection, development projects should be approved only if they conform to the Fire Protection District Master Plan and ordinances, and to the fire safety and design requirements in the Town Development Code.

Police Protection Services - Police protection is presently provided to the community of Mammoth Lakes by the Town Police Department. The Department provides police services and parking enforcement. The County Sheriff is designated as the County Director of Emergency Services, and is responsible for carrying out the Mono County Emergency Plan which provides mechanisms for the operation of local civil government in the event of emergencies such as earthquake or volcanic eruption. In addition to these services, the Highway Patrol has primary responsibility for traffic control and accident investigation for State Highway 203.

Presently poor road design, closure of Highway 395 to Mammoth Lakes during inclement weather, peak period traffic conditions, and the lack of multi-path access to parts of the community are major police service limitations. The development envisioned by the Town General Plan, would substantially increase the demand for police protection. To assure adequate protection is

provided, improvements in police services and facilities should occur commensurate with community growth.

Street and Road Maintenance - Currently, street and road maintenance repair and snow removal is provided by the Town of Mammoth Lakes for all non-state and non-federal roadways within the Town. The Town of Mammoth Lakes also assumes road maintenance and snow removal activities. A Town corporation yard is planned for construction within the Gateway District, which will be used for road maintenance equipment service and storage.

The Town has approximately 50 miles of roads, many of which have improper grading, shoulder improvements, and setbacks and poor road section design. These conditions increase the cost of road maintenance repair and snow removal. Presently, snow removal uses up to two-thirds of the total maintenance and improvement budget.(1)

The Town should seek to systematically improve community roadways, in order to reduce long-term maintenance and repair costs and reduce snow removal problems.

4. Land Use Classification and Distribution

Nine major land use designations have been used in the General Plan for Mammoth Lakes. The following land use designations help provide for orderly community growth:

a. Residential (LDR, HDR)

Residential land uses include Low Density Residential (LDR), which ranges from three to five dwelling units (2) per acre and High Density Residential (HDR), which ranges from six to twelve units per acre.(3) Residential development is also permitted in the Resort Land Use designation which accommodates mixed uses on a Planned Unit Development (PUD) basis. An overall density range of six to eight dwelling units per acre are permitted in Resort Land Use areas. HDR shall be limited to approximately 60% coverage with building and impervious surfaces. Because of physical constraints, environmental sensitivity or other features to a given parcel, resultant densities may be lower than indicated for the district in which it is located.

(1) Quad Consultants, Inc.

(2) A dwelling unit is defined as three sleeping areas (bedrooms or lofts) in all multifamily designations. Number of dwellings per acre may be increased as long as numbers of bedrooms stays within the proper range and all other standards can be met.

(3) A special density bonus program will be included in the Town Development Code by which each project will be evaluated for determination of an appropriate density for the specific project.

b. Commercial (C)

There is one Commercial Land Use designation:

- Commercial (C) - The Commercial Land Use Classification indicates two types of commercial areas: resident-oriented retail/service commercial areas and specialized visitor-oriented commercial uses. Visitor-oriented commercial is primarily to be located in or near recreation activity nodes, major visitor lodging areas and in the Resort Land Use designations, which are intended to accommodate mixed uses. Density restrictions for hotel/motel uses are 40 units per acre.

Density bonuses may be allowed in response to the provision of undercover parking at a ratio of one additional unit for each covered parking space provided subject to site constraints and conformance with all performance and development standards. Commercial development should be limited to a total site coverage (including all impervious surfaces) of approximately 70% of the gross lot area. Additionally, commercial development will be required to provide extensive landscaped areas, especially in and around parking facilities.

Home occupations are allowed in any residential zone pursuant to existing ordinances.

c. Industrial (I)

Industrial uses include service commercial and manufacturing activities required to serve the needs of the community. Existing and non-conforming industrial uses are urged to relocate to the Gateway Industrial Park area.

d. Resort (R)

The Resort Land Use Designation includes mixed visitor oriented uses, including visitor housing/lodging, tourist-oriented commercial and recreation uses. Commercial uses within the Resort designation should be designed primarily to support residential occupancies within the same resort complex. Resort designations are primarily concentrated around Recreation Activity Nodes which are described in the Resort Land Use Section of this Element. Housing densities range from six units per acre to eight units per acre. One condominium unit is considered to be equivalent to two hotel/motel units. However, density bonuses for hotel/motel uses may be granted in response to the provision of undercover parking.

e. Open Space (OS)

There are three Open Space Land Use Designations:

- General Open Space (OS) - includes passive and active open space areas including existing and potential park sites, trail corridors and sensitive ecological areas such as the Valentine Reserve.
- Special Conservation Planning Areas (SCP) - apply to areas which have unique resource and open space value such as 'The Bluffs' and Laurel Meadows. Any development within these areas will be subject to special design and development control.
- Open Space/Stream Corridor Protection (OSSC) - applies to major sensitive stream and drainage corridors in which special preservation and/or development controls are necessary to preserve corridor environment.

f. Institutional/Public Facilities (IP)

The Institutional/Public Facilities Land Use Designation includes public and institutional facilities such as fire stations, police stations, transit facilities, town yards, schools, hospitals, churches, emergency facilities, civic center, etc.

The distribution of land use designations throughout the Mammoth Lakes Community is indicated in the General Plan Map, Figure 17. The following presents a detailed discussion of each land use category, including historic trends, current and future community land use needs and the community's program to meet those needs.

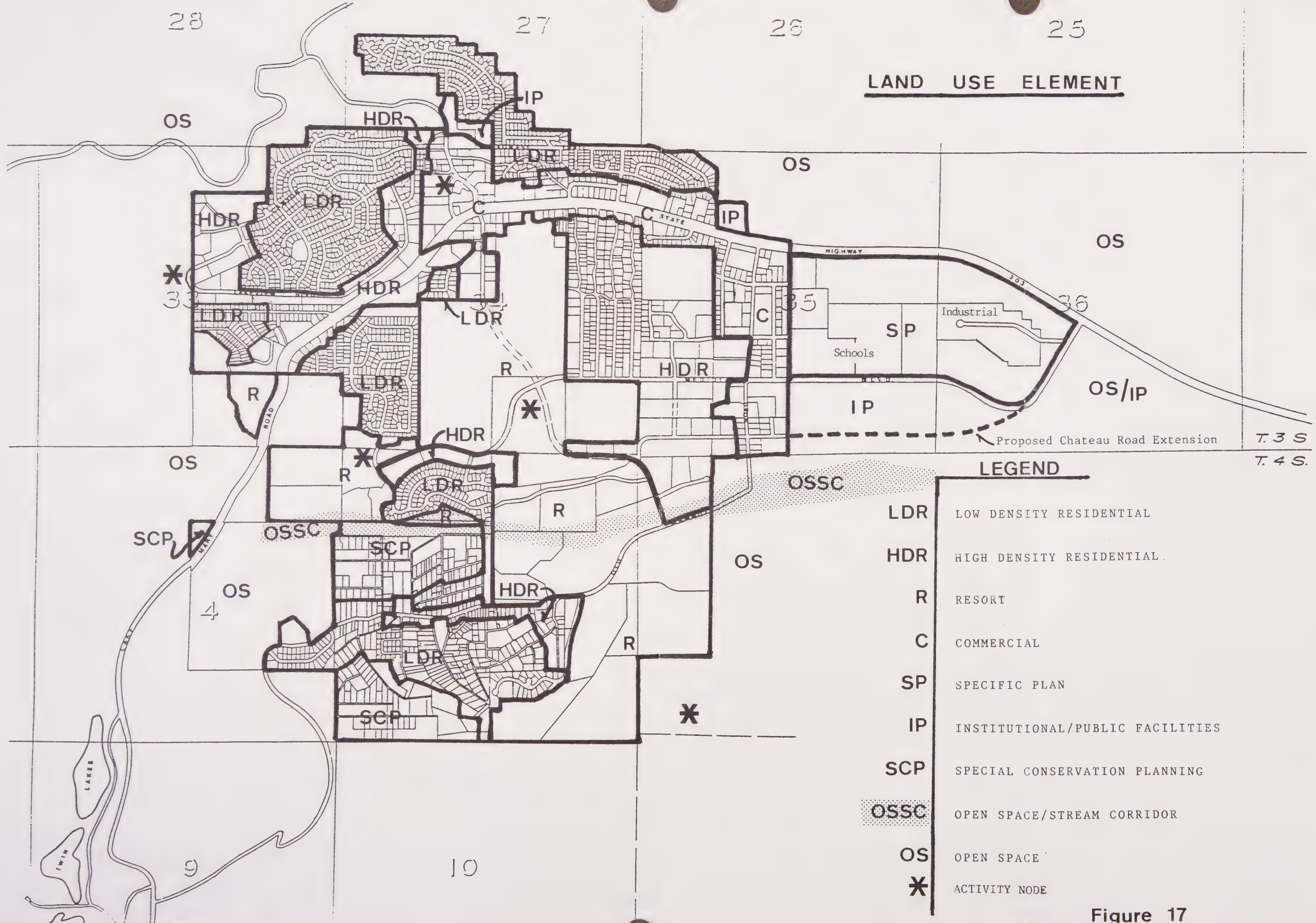


Figure 17

A. Residential Land Use

In the past, residential land use areas have developed in two distinct patterns. Low density residential development has primarily developed for use by the permanent residents and second homeowners. Condominium developments, which predominate in the community were constructed primarily for short-term ski area and recreational visitor housing.

A detailed discussion of residential development in Mammoth Lakes appears in the Town's Housing Element. Briefly, the Town through its general planning process, is trying to achieve a wide range of housing types and densities to provide a choice of housing to residents, visitors and second home buyers. The community hopes to achieve an appropriate mix of housing types which can respond to the community's housing needs and economic realities. The General Plan for the Town has been developed with sufficient flexibility in the housing types which can be developed, so that developers can respond to the community's housing needs.

The General Plan's objective is to concentrate higher density visitor lodging and condominium development near recreation nodes such as ski lift base areas, and recreation areas (e.g., nordic and downhill ski areas, golf courses, etc.)

The Town, in adopting goals and policies addressing residential housing needs and development, has established requirements (incentives and disincentives) in the Town's Development Code to encourage the development of needed housing types, and to control the timing of development of certain housing types. Presently, the Town is encouraging visitor lodging, hotel and motel units, and discouraging condominium construction through criteria in the Town's Development Code. Additionally, the Town is encouraging the development of affordable housing for community residents and seasonal employees through goals and policies contained in the Housing Element and incentives and requirements in the Development Code.

Section III, the District Land Use Section of the General Plan, discusses in greater detail those planning districts where residential uses will be encouraged.

As discussed earlier in this Element, each residential land use designation has been assigned a range of density. In areas designated High Density Residential (HDR) or Resort (R) on the General Plan, each proposed project of six to ten units or more on a single parcel will be evaluated under a special density bonus program based upon performance zoning standards to determine the appropriate density for that project. The density

bonus program does not apply to other residential classifications which will be evaluated using traditional site requirements such as lot size and coverage, yards, set backs, parking and site design criteria which are set forth in the General Plan policies and in the Town Development Code.

It is the objective of the community planning program to restrict densities of individual projects to the lower end of the ranges and to grant additional density increments based on the special merit of each specific project in assisting the Town in carrying out the goals and objectives of the community's General Plan. A residential development project in the High Density Residential or Resort designation areas must meet the basic project requirements set forth in the General Plan's goals and objectives in the Town's Development Code in order to receive the lowest density designation of six dwelling units per acre.(1) A point system will be utilized to determine whether a project will receive an incremental density bonus and the extent of that bonus. A number of factors will be considered in assigning points to a proposed project, including: site location, the extent of project provision of public services and facilities for the project and the community, the type of residential units proposed, the uniqueness of the project design, the extent of energy conservation measures employed, and provision of affordable housing, particularly rental housing for seasonal employees.

B. Commercial Land Use

The commercial land use within Mammoth Lakes is concentrated in the Main Street, Minaret and Old Mammoth Commercial Districts. The majority of the commercial development, with the exception of several small scale malls, is auto-oriented strip commercial with limited pedestrian access. The Main Street commercial area is located along State Route 203, the major roadway in the community, which serves the Mammoth Mountain Ski Area. The area contains both visitor-related and community-oriented commercial establishments. Traffic congestion along Route 203 is a significant problem and is anticipated to increase in the future. The location of auto-oriented commercial along Route 203 attracts additional traffic which exacerbates the traffic congestion problem.

Recent trends in retail commercial development have been to shift development away from Highway 203/Main Street area to the Old Mammoth and Minaret Boulevard commercial areas. The majority of the retail establishments are small and cater to tourists.

Figure 18, presents the amount of commercial and office space currently available in Mammoth Lakes. Approximately 20% or 133,480 square feet of the commercial and office space was vacant as of 1984.

- (1) One dwelling unit is equivalent to two hotel/motel units.

Retail commercial areas under the originally adopted Mono County Plan for the community provided for 899,000 to 1,139,400 square feet of additional commercial space, for a total of approximately 1.6(1) to 1.8 million square feet. Marketable commercial square footage based on the 20-year horizon development level of 48,000 PAOT(2), however, was estimated at only 754,000 to 942,000 square feet of commercial space.(3)

The Town, through the goals and policies in the General Plan, and in eventual requirements and incentives in the Development Code, is encouraging commercial development which will serve the needs of the community's permanent residents, as well as the needs of visitors to the community.

The Town is seeking to increase visitor expenditures through improvements in year-round visitor activities and through an extensive promotion program (see Resort Land Use Discussion). By increasing visitor expenditures and carefully encouraging commercial development to occur commensurate with resident and visitor needs, the Town seeks to achieve a vital economic climate for existing and future commercial development.

C. Industrial and Warehousing Land Use

Very little industrial activity has been developed in the community due to the domination of the recreation and tourist sectors of the economy and the relative isolation of the community from potential markets outside Mammoth Lakes. As shown in Figure 19, there is approximately 119,500 square feet of semi-industrial and warehousing space in the community. Existing industrial uses are located primarily in the Old Mammoth Commercial District, along Sierra Park and Sierra Manor Roads and in the new industrial park in the Gateway District. The industrial uses in the Old Mammoth commercial area are largely in conflict with the adjacent residential and commercial uses. They and other non-conforming industrial uses throughout the community are being encouraged to relocate to the Gateway Industrial Area.

(1) Based on current total commercial space minus government office/utility space, and the projected range of commercial development potential based on Mono Plan IV.

(2) Persons-at-one-time

(3) Based on an average of 60 to 75 sq. ft. of commercial space per dwelling unit, ULI Resort Community Data.

The Mono County Economic Development Corporation (EDC) has been formed to improve the county's economy. Specifically, the non-profit corporation is concentrating on improving the industrial development climate within the County.

The Town's industrial development policy should be to relocate existing industrial development to appropriate sites, such as the Gateway District, provide affordable industrial space, encourage the development of industrial uses which provide goods related to the ski and outdoor recreation industry in Mammoth Lakes, invite non-polluting industry to Mammoth Lakes and ensure that existing and future industrial uses are compatible with the natural environment and the tourist orientation of the community.

FIGURE 18

INVENTORY OF DEVELOPED COMMERCIAL & OFFICE SPACE(1)

SUMMARY TABLE

<u>Category</u>		<u>Total Bldg. Area, Sq. Ft.</u>	<u>% of Total</u>	<u>Occupied Space Area, Sq. Ft. %</u>		<u>Vacant Space Area, Sq. Ft. %</u>		<u>Notes</u>
<u>Commercial/Office</u>								
a.	Retail Sales/Shops	239,380	29.9	188,830	78.9	50,550	21.1	56% Vacant at Mammoth Sierra Centre (31,400 sq. ft.)
b.	Restaurants	170,200	21.3	140,380	82.5	29,820	17.5	58% Vacant at Mammoth Sierra Centre (17,330 sq. ft.)
c.	Markets/Groceries/Liquor	65,180	8.1	65,180	100.0	0	0	
d.	Office/Professional	145,790	18.2	92,680	63.6	53,110	36.4	44% Vacant at Mammoth Sierra Centre (21,450 sq. ft.)
e.	Entertainment/Movies	11,990	1.5	11,990	100.0	0	0	
f.	Auto Service/Repair	24,590	3.1	24,590	100.0	0	0	
g.	Government/Public Utilities	<u>24,020</u>	<u>3.0</u>	<u>24,020</u>	<u>100.0</u>	<u>0</u>	<u>0</u>	
TOTAL:		681,150	85.1	547,670	80.4	133,480	19.6	52% Vacant at Mammoth Sierra Centre (70,180 sq. ft.)

(1) - Quad Engineering, 1985 study

FIGURE 19

EXISTING SEMI-INDUSTRIAL AND WAREHOUSING SPACE(1)

Use	Total Bldg. Area	% of Total	Occupied Space		Vacant Space		Notes
			(Sq.Ft.)	%	(Sq.Ft.)	%	
Contractors/ Building Supplies	31,580	26.9	30,080	95.2	1,500	4.8	
Industrial/ Manufacturing	39,200	32.8	27,600	75.5	9,600	24.5	Included Mammoth Business Park, Gateway Area
Warehousing/ Storage	48,650	40.8	48,650	100.0	0	0	
TOTAL:	119,430	100	108,330	90.7	11,100	9.3	

(1) Quad Engineering, 1985 study

The development of ski, recreation-related and other non-polluting industry is hoped to provide off-season employment for part-time ski-area employees and gain additional income for the community by providing goods and services which recreational visitors would normally purchase outside the community.

The preparation of an Economic Development Plan for the community should be considered to assess the present recreation, commercial and industrial development of the community and set forth a comprehensive plan to improve the community's economy.

D. Visitor-Oriented Recreation and Resort Land Use

While the Mammoth Lakes area offers year-round recreational facilities, the majority of visitors who rent lodging units or condominiums and make major purchases from community retailers, are winter-weekend skiers. As shown in Figure 20, summer visitors usually equal or exceed winter visitors, but significant vacancy rates during the summer months, and reported reductions in summer purchases, indicate that summer visitors are not staying or making major purchases in Mammoth Lakes. There are also large fluctuations in visitors between weekends and weekdays during the winter skiing period as shown in Figure 21.

Winter visitor expenditures per person in the Mammoth Lakes community (1) have been estimated to be lower than that experienced in other major destination resorts. For example an average skier is estimated to expend \$74 per day in Mammoth Lakes (2) for lodging, meals and retail purchases compared to \$99 per day for an average Colorado destination skier (3) (4).

(1) This figure excludes expenditures at ski facility areas.

(2) p. III-10, Juniper Ridge Economic Analysis.

(3) Destination skiers stay in the area while skiing rather than coming to a ski area for the day and returning home in the evening. Nearly all skiers in Mammoth Lakes are destination skiers.

(4) p. xcx, The Contribution of Skiing to the Colorado Economy, Colorado Ski County U.S.A., November 1982.

Visitor sales per skier visit in Aspen, Colorado, for example, exceed \$100, (1) not including lodging or meal expenditures. Retail expenditures per skier visit in Mammoth Lakes is estimated to be approximately \$36 assuming a two day stay. A program to increase visitor days and expenditures per day would improve the economy of the community. This program should consist of expanding summer recreational and year-round conference facilities.

FIGURE 20

SUMMER AND WINTER VISITOR ACTIVITY(1)
(Visits Recreational Visitor Days)

		<u>SUMMER</u>	<u>WINTER</u>	<u>TOTAL</u>
1980(2)	Visits(3)	1,967,300	1,811,000	3,779,300
	RVD(4)	1,033,100	948,300	1,981,400
1981	Visits	1,706,200	1,157,300	2,863,500
	RVD	952,500	810,100	1,762,600
1982	Visits	1,418,100	1,341,100	2,759,200
	RVD	1,006,900	1,048,900	2,055,800
1983	Visits	1,776,300	1,733,900	2,510,200
	RVD	926,600	801,700	1,728,300
1984	Visits	2,629,247	1,659,300	4,288,547
	RVD	1,620,111	318,262	2,438,373

(1) Source, U.S. Forest Service, 1985

(2) October 1979 - September 1980

(3) Visits - include each time a visitor frequents a recreation site. A single visitor can register many visits by seeing several sites or by frequenting a place more than one time.

(4) Recreation Visitor Days are the number of people using an activity area within a 12-hour period.

FIGURE 21

FORECAST SKIER DEMAND & PLAN CAPACITIES FOR MMSA
(By Phase & Year) (1)

Phase	Plan Peak Capacity	WEEKENDS & HOLIDAYS					WEEKDAYS			
		Est. Days **	Peak Use %	Average Day	Total Skier Days	Est Days **	Peak Use %	Average Day	Total Skier Days	Forecast Annual Skier *Days
EXIST.	17,000	53	72%	12,240	648,700	127	35%	6,003	762,400	1,411,100
I	17,900	55	71%	12,709	699,000	133	35%	6,206	825,400	1,524,000
II	21,470	58	65%	13,926	807,700	136	31%	6,656	905,200	1,712,900
III	23,380	60	65%	15,172	910,300	140	31%	7,248	1,014,700	1,925,000
IV	24,000	60	71%	17,040	1,022,400	140	34%	8,147	1,140,600	2,163,000

* Skier days are forecast annual ticket sales plus 3% for season and complimentary tickets.

** Estimated days increase as phased snow making comes on line.

The following discusses existing and future visitor-recreation facilities and activities and sets forth recommendations to enhance Mammoth Lakes as a year-round destination resort.

- Alpine Skiing - As discussed earlier in the Land Use Element, the MMSA is anticipated to expand from the present 19,000 SAOT to a maximum of 24,000 SAOT.(1) Additionally the USFS has authorized feasibility studies for the Sherwin Bowl ski area. The Sherwin Bowl Ski Area is proposed to accommodate a maximum of 8000 SAOT, and may also include nordic skiing and snow play areas.

In addition to the MMSA and Sherwin Bowl ski areas, four additional ski areas may be subsequently developed, although these additional areas are not included in the Forest Service Plan, which covers a time span of only 10 years. These include the Knolls, Summit, San Joaquin, and White Wing ski areas. Each potential ski area is discussed in Figure 22 and its location is indicated in Figure 23. Approximately 61,500 SAOT could be accommodated if all the proposed ski areas are developed. Extensive planning and environmental studies will be required prior to any new ski area development being approved. The Town should seek a Memorandum of Understanding with the U.S. Forest Service which includes the Town in existing and future ski area planning and development decisions.

The General Plan for the community of Mammoth Lakes has been developed to accommodate the ski area development at the MMSA and Sherwin Bowl. The significant additional ski area development which could occur in the Mammoth Lakes Area, could exceed the community's ability to accommodate winter ski visitors from these new areas. Development of new ski facilities however would not address the mid-week visitor reductions which are presently experienced in the MMSA. The MMSA is working to increase mid-week ski activity, and the community is supportive of these programs in order to ameliorate commercial activity and visitor accommodation vacancy problems in the community.

- Nordic Skiing and Snow Play - Nordic skiing activity is expected to increase from 2000 SAOT to 5000 SAOT, due to increased interest in the sport and possible provision of nordic areas in the Dry Creek area. In order to facilitate further interest in Nordic activity in and near the community, the Town should study the possibility of a future community trail network which could accommodate cross country skiers during the winter months. The community should also study the potential of other winter recreation facility development, both by developers and the community. Ski-do, sledding and ice-skating facilities are major recreation facilities in other ski areas. A recent

(1) Skiers at one time.

survey in Mammoth Lakes indentified an ice skating facility as a desired amenity. Further, the MMSA has included an ice skating rink in their current expansion plans, although no timeframe for actual construction has been developed. The potential of development of an ice rink, either in the Town itself or in the MMSA, should be studied along with other snow play activities.(1)

FIGURE 22

POTENTIAL SKI AREAS

The Sherwin Bowl Ski Area (8,000 SAOT)⁽¹⁾ - has been extensively studied for the past 20 years and has recently been designated by the Forest Service as being eligible for use permit processing in the near future. Currently only the preparation of feasibility studies have been authorized. The area is also proposed to include nordic skiing, snow play, and support commercial areas. It is immediately adjacent to the community of Mammoth Lakes and is currently used for Heli-skiing.

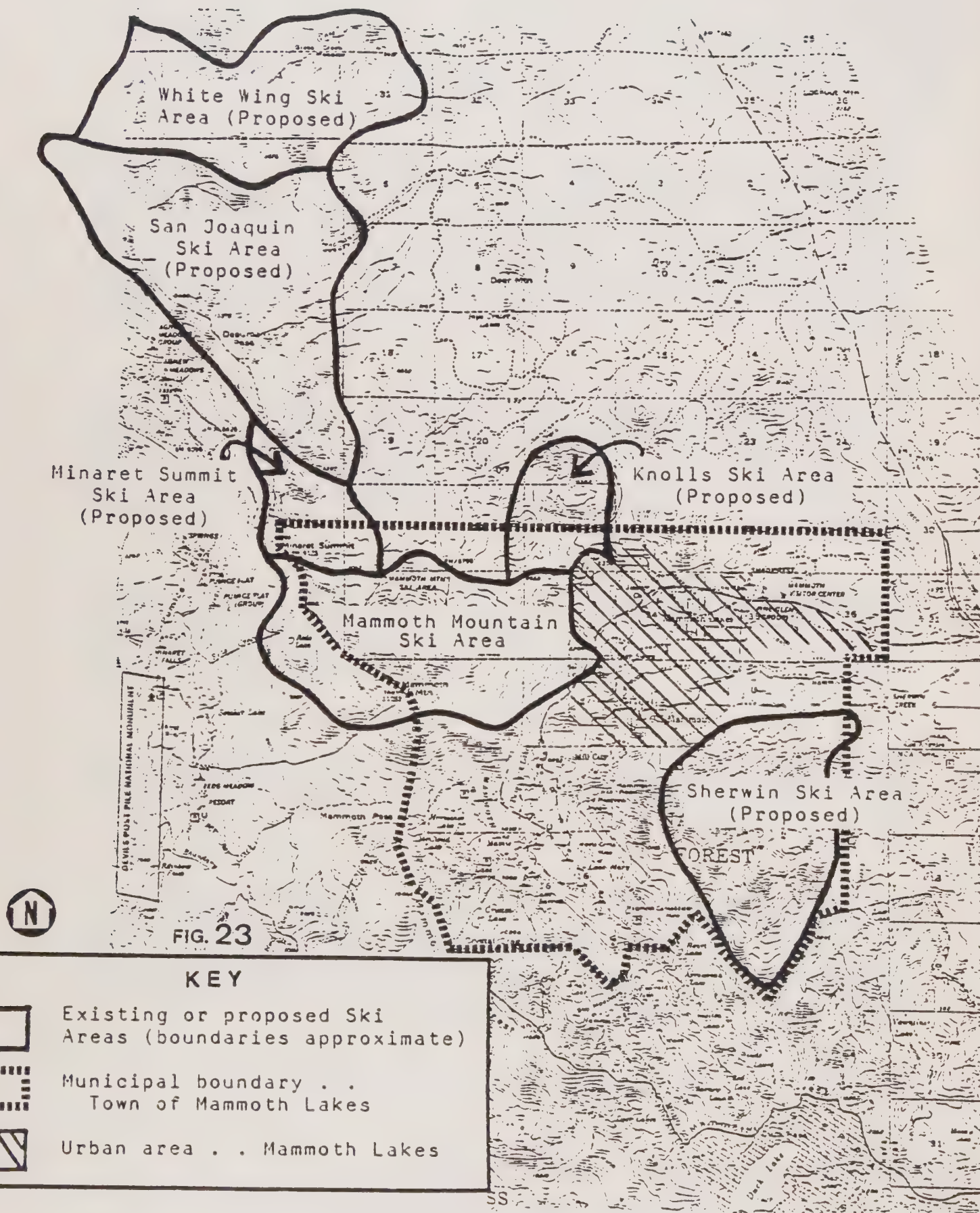
The Minaret Summit Ski Area (4,500 SAOT) - is located just to the north of the existing Mammoth Mountain Ski Area (MMSA) and just south of the potential San Joaquin Ski Area. The Summit Area could be used to join these two ski areas. Access to the Summit, San Joaquin and White Wing ski areas has been proposed via gondola and ski lift from the MMSA or via various access road alignments, which are presently being studied.

The Mammoth Knolls Ski Area (8,000 SAOT) - has been studied recently by the U.S. Forest Service and offers a large area of high quality skiing. The area is located outside the immediate Mammoth Lakes area two miles distant. The area is lower in elevation than the other potential ski areas in Mammoth Lakes.

The San Joaquin Ski Area (14,000 SAOT) - offers the potential of a large high quality ski area. The area has transportation access (see above) problems and questions regarding location of support facilities on federal land.

The White Wing Ski Area (3,000 SAOT) - is located north of the potential San Joaquin Ski Area, south of June Lakes. As access to the area is difficult, it will probably be made an addition to the June Mountain or San Joaquin Ski Area, rather than develop as a separate ski area. The area could be connected to the San Joaquin or June Lakes areas through ski lifts and runs.

(1) Estimated potential skiers-at-one-time (SAOT)



Existing and Proposed Ski Areas

- Summer Recreation - The region surrounding the Mammoth Lakes community includes a wide range of summer recreational activities and facilities. The predominant summer recreational activities are fishing, camping and backpacking. Camping takes place in both developed and maintained campgrounds and recreational vehicle campgrounds, and along trails. The majority of campgrounds are directly accessed by roads. Many campgrounds are located near trail heads to facilitate access to Sierra trails. Pack stations, which provide supplies and equipment for extended Sierra trail hikes, are also located in Red's Meadow, Agnew Meadow, McGee and Hilton Creek areas.

Fishing is a popular activity in the Lakes Basin and in the surrounding streams, especially the wild trout stream adjacent to Hot Creek. Sailing and wind surfing are popular at nearby Crowley Lake.

Future Summer recreation facilities and activities in the area surrounding Mammoth Lakes are anticipated to remain similar to those which presently exist with some improvement in trail and campground facilities. To increase summer visitor activity and expenditures in Mammoth Lakes, the Town will therefore have to reinforce the community's destination resort image through the development of visitor recreation activities within the community. Development of facilities and activities such as professionally recognized golf courses, art and music festivals, convention facilities, recreation centers (including tennis, racketball, swimming, volley ball, etc. facilities), and community tourist coordination facilities have been used in other destination resort communities to increase summer visitor activity. The community has held a summer arts festival, which could be expanded and increased in activities to attract additional summer visitors to the areas as part of a comprehensive summer recreation program.

The Community of Mammoth Lakes has encouraged the development of a 9-hole golf course at Snowcreek with the potential for an additional 9-holes. However, improvement of the additional 9-hole facility is proposed on U.S. Forest Service land, and the Service is requiring that any expansion of the SnowCreek course should assess use of private lands first, including the meadow area north of Old Mammoth Road, and the Laurel Meadow site on the east side of Laurel Road.

A master plan has been prepared for a community park adjacent to Old Mammoth Road at Mammoth Creek. Development of this park is planned in the near future depending upon the Town's fiscal capabilities.

A Summer and Winter Visitor Recreation Plan should be prepared in coordination with the proposed community Economic Development Plan to improve existing summer and winter activities in the community, and develop new facilities and activities which will draw a greater number of visitors to the Town. The Plan should recommend those activities and facilities which will enhance the community's year-round destination resort character, and set forth an implementation schedule and program for public and private participation in its implementation.

Resort Land Use

The Town's visitor accommodations are presently scattered throughout the community, in both residential and commercial areas. Visitor lodging is not concentrated near visitor related recreation and commercial areas (such as lift base areas and visitor-related commercial concentrations) as they are in other ski resort communities. Concentration of future resort development with lodging, shopping, and recreational facilities such as ice skating rinks, golf courses and other tourist oriented amenities, is important to improve Mammoth Lakes as a destination resort, and to reduce the impact of increasing the numbers of visitors on the community. Presently visitors have to travel primarily by automobile to and from recreation areas such as the MMSA and to separate spread out commercial areas, restaurants, and accommodations. This increases traffic related impacts to the community such as congestion and air pollution, as well as reduces visitor perception of the community as a convenient and attractive destination resort.

The Plan proposes several recreation activity nodes in which resort activities are to be concentrated. One node at Warming Hut II has been developed with a high density land use pattern. The other activity nodes are to be developed in the future as indicated on the General Plan Map, Figure 17.

Development activity at resort nodes should be planned with activities appropriate for the area and may include hotel and motel room development, with recreational amenities, appropriate tourist commercial space, overhead and surface transit facilities and interconnection to the community's trail system. Close attention should be paid to the design of each node to assure a functional and distinctive human-scaled environment which will induce visitors to come to Mammoth Lakes and to return to the community in the future. The major tourist facilities discussed earlier in this section, such as convention, golf course, skating, recreation complex and additional alpine and nordic skiing facilities should be included in the resort node areas. The nodes should be pedestrian-oriented complexes which emphasize use of the community trail system (including

hiking, nordic and bike trails), and transit facilities, including bus and overhead gondolas and lifts. The Town should study various approaches to develop an identity for each node as a unique resort experience, including grouping related recreation activities in different resort nodes, offering distinctive services and activities and the establishment of a unique design envelope for each recreation node area. The resort nodes should serve as focal points for the community's tourist activities.

Activity nodes are indicated on the General Plan map as follows:

- MMSA Main Lodge
- MMSA Chair 15 (Juniper Ridge)
- MMSA Warming Hut 2
- Vicinity of Meridian and Minaret (south of Meridian Boulevard)
- North Village Area

E. Open Space

Open space areas in and adjacent to the community are designated on the General Plan Map, Figure 17. A more comprehensive discussion of open space land uses within the community is presented in the Conservation and Open Space Element of this Plan.

In the past, the only major efforts directed toward preserving open space have been attempts to acquire or facilitate trades for Forest Service land in and adjacent to the community, and through provision of open space within private development projects.

The Town, through its open space policies, is attempting to maintain the natural alpine character of the community, through the retention of unique natural features, including vegetative, topographic and water resources. Retention of such open space resources will provide significant environmental, social and economic benefit to the community.

Open Space land use designations and policies are intended to provide a wide range of benefits to the community including the protection of ecologically sensitive areas, maintenance of the alpine character of the community, the buffering of incompatible land uses and urban and rural development, and the preservation of a natural environment in which a recreationally oriented community can develop.

There are three types of open space designations within or adjacent to the urban area: General Open Space (OS), Special Conservation Planning Areas (SCP) and Open Space/Stream Corridor Protection Areas (OSSC). Areas of open space which have been preserved as part of clustered planned unit developments are not included in formal open space designation areas. General Open Space includes areas to be largely retained in open space uses

such as passive and active recreation, buffer areas between and to screen development areas, and natural resource conservation areas. Major open space areas include the Valentine Reserve and the Sherwin, Mammoth Mountain and Lakes Basin Planning Districts.

Special Conservation Planning Areas (SCP) are areas within the community which have major resource and open space value, contain significant natural hazard(s), or have a unique combination of natural characteristics. The SCP areas will be subject to special development and design controls to assure the retention of the open space quality of the area. At least 70% of SCP designated areas will be retained in open space uses. At the time of the preparation of the General Plan, these areas have been designated as SCP areas; Laurel Meadows, "The Bluffs" and the Madden Property. Under the SCP classification, The Bluffs and Madden Property will develop at a density of one to two units per acre, and Laurel Meadows at a density of up to three units per acre.

Additional areas may be designated SCP areas, as more information about the natural resources and unique quality of Mammoth Lakes is discovered as a result of community sponsored studies and development proposal documents.

The third open space land use classification is the special Open Space/Stream Corridor (OSSC) designation. The OSSC designation applies to major sensitive stream and drainage corridors in which special preservation and/or development controls are necessary to preserve the corridor environment. The Mammoth Creek Stream Corridor has been designated an OSSC area because of its sensitivity to urban development, including erosion and building penetration of the stream area habitat, and its importance as a drainage area and as a headwater of a major stream fishery in Hot Creek.

5. Identification of Planning Districts

The community of Mammoth Lakes has been divided into 17 Land Use Planning Districts. Districts 1 through 13 address the urbanized portions of the Town and Districts 14 through 17 address the undeveloped portions of the community. District boundaries were based in part on existing development types, topographic features, circulation patterns and land ownership. Some districts are either built out or committed to a certain development pattern such as the Snowcreek District, while others are almost entirely undeveloped, such as the Minaret District.

The community was divided into districts to allow area-specific planning issues, opportunities and constraints to be identified, and tailored implementation plans to be developed.

District locations are illustrated in Figure 24. A discussion of the permitted land uses in each district, district opportunities and constraints and implementation plans are presented in Section III of the General Plan. District land use maps have also been

prepared which present more detailed land use information than the General Plan Map.

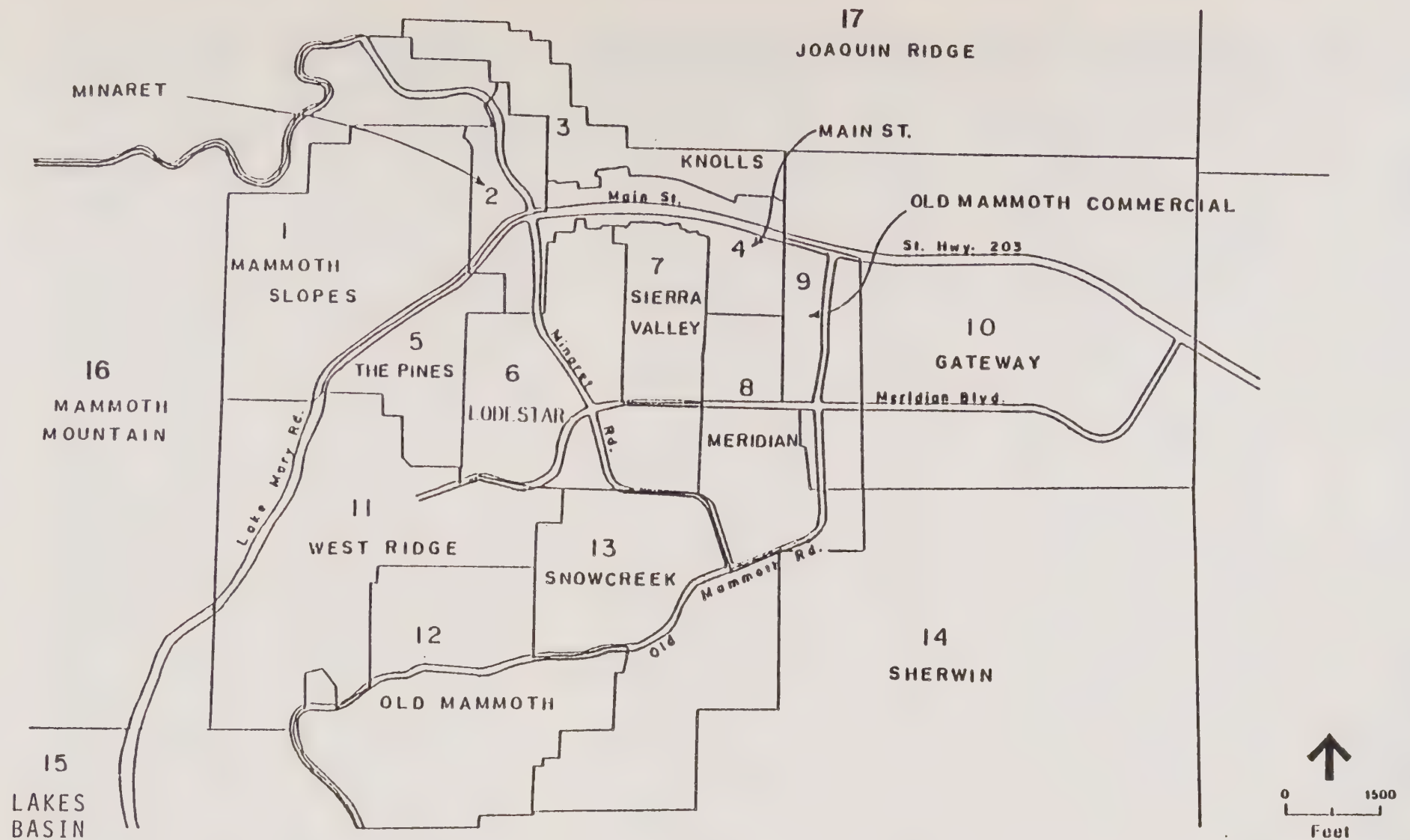


FIGURE 24

Urban Planning District Boundaries

LAND USE AND PUBLIC FACILITY AND SERVICES FINDINGS, GOALS AND POLICIES

The following findings, goals and policies address the land use and public facility and service objectives and programs for the Town. Overall goals and policies are presented first, followed by the land use findings, goals and policies and then those addressing public services and facilities.

OVERALL GOALS AND GENERAL POLICIES

GOALS

1. To provide a land use policy plan which sets forth appropriate types and intensities of land use commensurate with future recreation development, public service and facility capabilities, and sensitive environmental opportunities and constraints.
2. To protect and enhance the natural environment, resources and wildlife habitat of the Mammoth Lakes area.
3. To improve the economic stability of Mammoth Lakes by establishing the community as a year-round destination resort, while preserving the unique natural setting of the community and wildlife habitat which attracts both visitors and residents.
4. To address the needs of the permanent residents of Mammoth Lakes, including the provision of: public facilities and services, improved retail and service commercial development, and adequate housing opportunities.

GENERAL POLICIES

1. The Town shall develop and maintain Planning Districts and policies to guide growth and development within Mammoth Lakes.
2. The Town shall use Specific Plans to refine Land Use District Plans as needed and shall prepare Program Environmental Impact Report documents to guide Specific Area Plan development and to reduce repetitive project level environmental documentation.(1)

(1) Fees may be charged subsequent developers for Specific Plan preparatino under Division 13, 2100 et seq., California Public Resources Code.

3. The Town shall evaluate each District Plan, Specific Area Plan and development proposal to assure that a balanced expansion of all major land use types occurs, and is coordinated with commercial recreation development.
4. The Town shall develop and maintain incentives and disincentives and development review criteria in the Town's Development Code which will implement the policies of the Land Use Element of the General Plan, provide guidance for project design and clearly indicate the basis upon which project approvals will be made.
5. Performance criteria shall be the primary focus of the Town Development Code.
6. The Town Development Code shall include aesthetic standards for all zones.

RESIDENTIAL LAND USES(1)

FINDINGS

1. Residential development in the community is comprised primarily of condominiums.
2. The majority of condominiums (approximately 90%), are visitor short-term rental units, or absentee owner-occupied.
3. The housing requirements of permanent residents and visitors to Mammoth Lakes necessitate the provision of a wide variety of housing types.
4. There has been in the past and may be in the future a shortage of affordable housing (particularly rental housing) for employees. Please refer to the Housing Element.
5. Population is related to the number of bedrooms and the size of dwelling units as well as the total number of dwelling units. This is true of transient population in particular.
6. Development opportunities are limited by existing and developable resources, especially water.

GOALS

1. To provide a balanced variety of residential land uses to meet the housing requirements of residents, visitors and seasonal employees.
2. To locate permanent, visitor and seasonal employee residential units where impacts on the environment,

(1) Also, refer to the Housing Element.

transportation systems, and other public facilities and services are minimized, and natural hazards avoided.

3. To encourage the wise management of lands designated for residential purposes.
4. To encourage residential development which is designed to promote the unique natural character of the Town; and, to encourage multi-family projects to provide amenities such as covered parking, recreation and laundry facilities.
5. To require the design of residential development to conserve energy, reduce water usage and increase solar energy use.
6. To encourage land uses of the proper intensity for the district in which they are located through performance criteria identified in the Town Development Code.
7. To encourage covered or understructure parking.

POLICIES

1. The Town shall encourage recreation visitor and commercial recreation-employee housing to be located in or near commercial centers, major recreation nodes (such as ski-base areas, golf courses and transit hub), through incentive and disincentive policies.
2. Developments shall be encouraged (but not required) through incentives in the Development Code to provide employee housing on-site or where on-site provision is infeasible to provide such housing off-site, or if appropriate, contribute to an employee housing development fund.
3. The Town shall encourage compact/clustered residential development and increased open space areas in non-single family areas, through criteria and incentives/disincentives.
4. In designated Special Conservation Planning Areas (SCP), residential and other development shall be carefully designed and located to maximize open space, allowing a maximum of 30% site coverage with structures and impervious surfaces.
5. The Town shall allow residential uses in commercial areas to provide housing opportunities for employees within the commercial areas.
6. The Town shall preserve established single family neighborhoods by retaining existing single family land use designations and shall promote single family development in these areas through the provision of incentives in the Town's Development Code.

7. The Town shall develop and apply performance design review criteria for residential areas: 1) to assure that residential development is designed to enhance the Town's mountain resort character 2) to provide for sensitive transitions between residential and other land uses, through open space dedication and design, and 3) to better integrate residential development with a natural environment.
8. The Town shall encourage a diversity of housing types.
9. The Town shall encourage affordable housing through development incentives, and utilization of federal and state affordable housing programs as appropriate.
10. A slope density restriction shall be incorporated into the Town Development Code in order to preserve unique physical characteristics, protect environmentally sensitive areas and minimize disruptive grading.
11. The Town shall adopt a zoning ordinance which includes controls on site coverage and population density while allowing flexibility in the types and sizes of residential units to be developed.

COMMERCIAL LAND USES

FINDINGS

1. Existing commercial development is located along State Route 203 (Main Street), Old Mammoth Road and Minaret Road.
2. The Main Street commercial area contains a mixture of visitor/lodging and retail and service commercial uses and is located along State Route 203.
3. The recent trend has been to shift commercial development away from the Main Street area.
4. Undeveloped commercial areas could accommodate the development of over two times the existing amount of commercial space.
5. Increases in visitor expenditures and the number of visitors throughout the year would improve the community's economy, reduce vacancy rates and support future commercial development (see Resort Land Use discussion, and goals and policies.)

GOALS

1. To encourage commercial development to occur commensurate with the increase in local resident and visitors' needs.
2. To encourage the type of retail and service commercial development necessary to meet the needs of the Town's permanent residents.
3. To assure that commercial areas are conveniently located near potential users to reduce or eliminate auto travel and to encourage the use of commercial areas.
4. To encourage existing visitor-related commercial uses to relocate to designated recreation nodes.
5. To improve the amount and duration of retail expenditures by tourists in Mammoth Lakes (e.g., the development of a year-round economic base).
6. To locate and design commercial land uses so that they will not disrupt the community's residential areas and are compatible with the Town's livability and environment.

POLICIES

1. The Town shall prepare and place review criteria, incentives and disincentives in the Town's Development Code which will assure the achievement of the community's commercial land use goals.
2. Review criteria for commercial development proposals shall include: adequate site size for the proposed use, snow storage and removal, snow shedding, and an analysis of the relationship to the Town's transportation and other facilities and services including assurance of adequate access and on-site circulation. Utilization of the natural features of the site, a beneficial relationship to other land uses, and adequate landscaping and buffering shall be required.
3. The Town shall review proposed commercial developments and apply incentives and disincentives in the Development Code to achieve a balance between the commercial needs of visitors and permanent residents.
4. Existing tourist-related commercial uses shall be encouraged to relocate to major tourist facility areas, such as recreation nodes and the transit hub area, through the application of development code incentives.
5. The Town shall encourage resident-related commercial and office development in the Old Mammoth and Minaret commercial areas. Specific Area Plans should be prepared for these

areas. The Specific Area Plans should include adequate off-street parking, pedestrian circulation, cohesive architectural design and allow for alternative transit proposals.

6. Visitor lodging and restaurants shall be encouraged, retail uses discouraged along Main Street. The Main Street development plan should ensure pedestrian access, tree preservation, adequate parking and improved circulation.
7. The Town shall assure that commercial uses are compatible with Mammoth Lakes livability and environment (e.g., non-disruptive due to traffic, noise, pollution, or other impacts and designed appropriately for the site and environmental constraints) through the application of design review criteria and development incentives in the Town Development Code:
 - a) The architectural design of existing and future commercial structures shall be encouraged to be in keeping with the alpine character of the area, and
 - b) Commercial developments shall be encouraged to be constructed in compact centers, rather than in strip commercial areas or among non-compatible uses.
8. The Town shall determine the types of retail and service commercial developments which are needed to serve the Town's permanent population, and encourage their development through incentives in the Town's Development Code.
9. The Town shall ensure that future commercial uses at the Snow Creek Resort Area and Sherwin Bowl are compatible and that they are appropriate to the visitor housing and recreation activity in the area.

INDUSTRIAL LAND USES

FINDINGS

1. Most of the existing industrial and warehousing uses are located in the Old Mammoth Commercial District and conflict with the commercial and residential uses in the area. There are other non-conforming industrial uses, throughout the community.
2. A new industrial park is located in the Gateway District and is planned to accommodate the community's industrial needs.
3. Very little industrial activity has been developed in Mammoth Lakes due to the domination of the recreation and

tourist sectors of the economy, the relative isolation of the community from potential markets and the expense involved in the shipment of materials.

4. The Mono County Economic Development Corporation (EDC) is a non-profit organization formed to improve the economy County-wide and to upgrade the County's industrial development potential.
5. Development of non-polluting industry within the community would broaden the Town's economic base, and possibly provide employment.

GOALS

1. To provide sufficient space for industrial development.
2. To minimize the impact of industrial development on the environment, adjacent land uses and the community's appearance.
3. To relocate non-conforming industrial uses to designated industrial areas.
4. To encourage non-polluting industrial development in Mammoth Lakes.

POLICIES

1. The Town shall support efforts to secure non-polluting industrial development and shall encourage the development of non-polluting light industrial uses, through the use of incentives in the Town's Development Code.
2. The Town shall seek appropriate federal and state grants to assist industrial development projects.
3. The Town shall also encourage labor intensive off-season industries, such as ski clothing manufacturers, to provide off-season employment for ski industry employees.
4. The Town shall prohibit heavy industrial users which inherently conflict with the aesthetic appeal of a recreation community, through disincentives in the Town's Development Code.
5. The Town shall promote the development of attractive, non-obtrusive industrial uses by requiring sufficient open space provision, amenities, screening, and architectural design which is compatible with the community's Alpine character, through design criteria in the Town's Development Code.
6. Non-conforming industrial uses shall be encouraged to

relocate to the Gateway industrial park or other appropriately zoned areas. Incentives will be included in the Town's Development Code to facilitate such relocation.

7. The Town shall require in the Town's Development Code that improvements to existing industrial sites, include the improvement of the existing sites' compatibility with adjacent uses and the Alpine character of the Town.

RECREATION AND RESORT LAND USES

FINDINGS

1. Mammoth Lakes community is a year-round destination resort offering both summer and winter recreation activities.
2. Most summer visitors are predominantly interested in activities such as camping, backpacking, hiking, fishing and boating rather than residing in and using established lodging and commercial facilities in Town. Although other summer activities, such as music and art festivals, bike races, etc., also attract summer visitors.
3. Presently the majority of visitor lodging, eating and retail establishments are scattered throughout the community and not concentrated near recreation activity areas. This condition increases auto travel and congestion and does not facilitate visitor access to visitor-related restaurants and retail establishments.
4. Improvements in winter and summer activities and facilities, as well as a comprehensive tourist promotion program is required to reinforce Mammoth Lakes as a year-round destination resort and to improve the community's economy.
5. Concentration of visitor-related activities near recreation activity nodes will reduce visitor impact on the community, increase visitor exposure to retail stores and increase visitor perception of Mammoth Lakes as a unique, convenient and all-inclusive year-round destination resort area.
6. A detailed visitor-related recreation element should be prepared which identifies necessary improvements to existing facilities and new summer and winter recreation activities and facilities which should be developed, and sets forth a schedule and program for public and private implementation of the plan.
7. New ski areas outside but close to Mammoth Lakes will cause stress to the community's infrastructure resources.

8. The Forest Service reports that they have reached their summer capacity and additional recreation facilities will have to be accommodated on private land.

GOALS

1. To develop the Mammoth Lakes community as a quality year-round recreation destination resort.
2. To encourage recreation related development to locate near designated recreation activity nodes.
3. To increase expenditures per visitor in order to improve and maintain the Mammoth Lakes economy.
4. To support future ski area development in a manner which minimizes impacts on the Town and its natural resources.
5. To support nordic skiing and winter play developments and activities.
6. To encourage recreation visitor-related commercial to locate or relocate near recreational activity nodes or the transit hub.
7. To encourage more family-oriented recreational activities.

POLICIES

1. The Town shall encourage year-round visitors by providing incentives in the Development Code for recreation and visitor housing developments to provide resort amenities and recreation activities such as tennis courts, athletic clubs, skating rinks, golf courses, riding and hiking trails, etc.
2. The Town shall encourage resort and resort-related development such as recreation facilities, hotel/motel facilities, and recreation-related commercial projects at designated recreational activity nodes through incentives in the Town's Development Code.
3. The Town shall improve visitor-Town relations by designating a site for a visitor center in the community.
4. Each recreation activity node and related development shall have an architectural theme, and a well integrated design plan which encourages visitors to stay in the designated resort nodes.
5. The Town shall encourage the U.S. Forest Service to designate specific areas for snowmobiling and to eliminate or reduce conflicts between snowmobilers and nordic skiers particularly in the Lakes Basin.

OPEN SPACE

FINDINGS

1. The alpine resort character of the Mammoth Lakes community is a key factor in attracting both visitors and permanent residents to the community.
2. Retention of open space resources will provide significant environmental, social and economic benefits to the community.
3. In the past, open space was preserved through land exchanges with the U.S. Forest Service and through private open space provisions within private development projects.
4. Types of areas which should be retained in open space include passive and active recreation areas, wildlife habitats, unique natural features, ecologically sensitive vegetative and water resource areas, viewsheds and development buffer areas.
5. Special open space conservation designations should be used for areas with development potential which are located in unique, sensitive or hazardous natural resource locations.

GOALS

1. To preserve the unique physical and visual qualities and fish and game habitats of Mammoth Lakes through a comprehensive open-space program.
2. To protect environmentally and visually sensitive areas from urbanization.
3. To develop passive and active open space areas to allow residents and visitors to enjoy the alpine environment of Mammoth Lakes.

POLICIES

1. The Town shall support open space planning by preparing a detailed Open Space Plan indicating specific areas to be acquired, dedicated or preserved.
2. The Town shall encourage open space on lands in excess of 20% to 25% slope, wetland areas, areas near streams and gulches and along scenic corridors, through incentives and review criteria in the Town's Development Code.

3. A minimum building setback from all stream banks shall be established and maintained.
4. The unique physical and visual features of the Mammoth Lakes Community should be maintained by an open space program and Development Code criteria which preserves the unique alpine qualities of the Town and wildlife habitat, including major rock outcroppings, forest canopies and mixed-aged stands of trees.
5. The Town shall preserve open space areas through Open Space (OS), Special Conservation Planning Area (SCP) and Open Space/Stream Corridor (OSSC) land use designations. Clustering or transfer of development density to more suitable locations may be permitted under the review criteria of the Town's Development Code for lands designated as SCP. (Please refer to the Open Space Element.)
6. The Town shall designate passive and active open space areas in which varying levels of recreation activities are encouraged:
 - Use of open space areas such as paths, picnic facilities, etc., shall be limited to passive activities.
 - The Town shall restrict intensive recreational activities to areas designated for active open space uses.
7. The Town shall maximize the visual quality of designated passive open space areas by careful screening of those development areas which can be viewed from the open space areas and by the maximum retention of the forest canopy and understory through design review criteria in the Town's Development Code.
8. The visual impact of active recreation areas should be minimized through cooperation with the U.S. Forest Service and other appropriate agencies in areas outside the Town's jurisdiction and through incentives in the Town's Development Code, for areas within the Town's jurisdiction. The Town shall encourage the Forest Service to permit active recreational uses, including ice skating rinks, golf courses and similar community recreational facilities when those facilities cannot reasonably be located on the private land base.
9. A slope density restriction shall be incorporated into the Town Development Code in order to preserve unique physical characteristics, protect environmentally sensitive areas and minimize disruptive grading.

PUBLIC FACILITIES AND SERVICES

OVERALL GOALS AND GENERAL POLICIES

GOALS

1. To provide a public facilities policy plan which will guide the location and development of future community facilities, services and utilities consistent with the community's present and long range needs.
2. To prepare an Energy Element which emphasizes and identifies alternative energy forms, particularly geothermal.

POLICIES

1. The Town shall ensure that public facilities planning and construction provide an efficient framework for and are constructed commensurate with community growth. The Town shall request annual review of capital improvement programs of all service agencies within the community to assure necessary coordinated planning.
2. The Town shall consider impacts on community services and facilities prior to approval of development and annexation requests.
3. The Town shall require development projects to bear their proportionate share of the costs for needed services and facilities.
4. The Town shall monitor growth trends and annually update improvement schedules and plans for needed public facilities and services.
5. The Town shall encourage the Bureau of Land Management to site geothermal wells and production facilities in such a manner that they are not visually obtrusive or environmentally damaging and do not interfere with the outdoor recreational experiences of residents and visitors.
6. Where appropriate the Town shall pursue the consolidation of special districts Under the Town's jurisdiction.
7. The Town shall obtain from MCWD at the beginning of each year information relative to the amount of water and sewer capacity available for development.

WATER SUPPLY

FINDINGS

1. The existing water supply available to the Mammoth Lakes community is from runoff water stored in Lake Mary and from one well tapping the Mammoth groundwater basin.
2. During normal runoff years, water stored in Lake Mary is sufficient to meet existing needs, except in January, February and March when well water is used to supplement the stored water.
3. During drought years, however, the water supply could be insufficient to meet existing needs and additional water supply will be needed.
4. Future community growth will require additional water supply development and conservation program implementation.
5. The Mammoth County Water District is in the process of preparing an analysis of existing and potential water supply resources which is anticipated to address the water supply issues outlined above.
6. Groundwater conditions have not been thoroughly analyzed and should be comprehensively studied to determine future sources and to assure pumping of water will not overdraw the groundwater supply.

POLICIES

1. The Town shall only approve development when adequate water supply and fire flows can be demonstrated at the appropriate stage of development as identified in the Development Code. When evaluating available water supply, the Town shall consider water available during a year where precipitation is less than 50% of normal.
2. The Town shall work with the Mammoth County Water District (MCWD) and other potential water suppliers to provide adequate water. The Town shall support MCWD actions to reduce per capita usage, increase groundwater capabilities and develop additional storage and where feasible, secure additional water rights, initiate appropriate water reclamation and reuse and possible water importation programs.
3. The Town shall encourage the detailed study of water usage, basin groundwater and additional surface water supply sources by seeking grants for such studies and/or requiring developers to contribute to a water study fund.

4. The Town shall require water resource conservation through design criteria in the Town Development Code (see Open Space and Conservation Ordinance policies).
5. The Town may only permit development which can show that the provision of water service is coordinated with the provision of other public facilities and services.
6. The Town shall ensure water system improvements are made with the least disruption to the environment and community through its reviewing powers.
7. The Town shall encourage MCWD to find new ways to improve potable water supply within the community.

WASTE WATER MANAGEMENT

FINDINGS

1. The Mammoth County Water District operates the community's sewage facility.
2. The present plant capacity is 2.2 million gallons per day (mgd) and the capacity of the plant to serve the existing community population and maximum PAOT of 30,000, should be expanded to approximately 3.2 mgd.
3. Future PAOT of 48,000 to 52,000 will require further expansion of the wastewater treatment plant to 5.0 mgd.

POLICIES

1. The Town shall work cooperatively with the Mammoth County Water District (MCWD), Mono County and other agencies, to provide the needed sewage facilities for the community's present and future needs.
2. The Town shall monitor growth trends and sewer tap requirements to assure development does not exceed the capacity of sewage lines and facilities. The Town shall encourage the MCWD to have adequate sewage capacity available when needed.
3. The Town shall permit only that development which can be adequately accommodated by the sewage facilities and lines, through conditions in the Town Development Code.
4. The Town shall encourage MCWD to research the use of reclaimed and non-potable water and developers shall be encouraged to use reclaimed or non-potable water if available.

STORM DRAINAGE SYSTEM

FINDINGS

1. As development occurs within any community, there is an increase in impervious surfaces and a commensurate increase in runoff during rainfall and snow melt periods.
2. There are significant runoff and erosion control problems in the Town of Mammoth Lakes due to past development projects which were constructed under limited development controls.
3. Mammoth Creek is experiencing degradation in water quality due to increased sedimentation from erosion and increased deposits of oil, grease and nutrients from paved areas.
4. Only portions of the community are served by an integrated storm drainage system.
5. A detailed storm Drainage Master Plan has recently been prepared for the community by the Mono County Public Works Department. The Plan establishes an improvement program to eliminate existing drainage problems and future anticipated drainage system needs.
6. Large capital expenditures will be required to improve the existing drainage system, and to serve future development.

POLICIES

1. The Town shall implement the Storm Drainage Master Plan.
2. The Town shall, through requirements in the Town Development Code, assure that development projects provide the necessary on and off site drainage facilities and erosion control measures which assure that Mammoth Creek and other properties are not significantly affected by development runoff.
3. The Town shall work with the regional water quality control agency and the County to develop site-specific erosion control and runoff criteria to be integrated into the Town Development Code.
4. Grading of properties having steep slopes shall be minimized and controlled in the Town Development Code in order to further reduce erosion and runoff.

SCHOOLS

FINDINGS

1. The present school facilities are overcrowded, as both primary and secondary students are attending school at the high school site, in temporary facilities.
2. A new elementary school is being built to the east of the existing high school.
3. In addition to the high school and elementary school, an additional school facility will be necessary to meet future community growth requirements.
4. Adult and junior college education programs and facilities are desirable to serve the community's continued education needs.
5. Multiple uses of educational facilities will increase both education and recreation services which can be provided to the community. The high school is presently being used for adult school classes.

POLICIES

1. The Town shall assist the School District in development of appropriate school facilities, through the designation of school facility sites in the General Plan and through zoning designations.
2. The Town shall assure that proposed developments pay appropriate school development fees or dedicate other appropriate items (e.g., sites, facilities, etc.) through requirements in the Town Development Code.
3. The Town shall encourage the re-examination of the feasibility of: 1) constructing junior college facilities, or 2) alternatively, using School District facilities, prior to the consideration of the designation of a junior college site within the community.
4. The Town shall encourage multiple use of school facilities and establishment of joint use agreements for:
 - Inclusion of meeting and lecture halls in new school development for use by seminar and evening classes.
 - Dual design of school recreation areas for students and area residents.

COMMUNITY RESIDENT RECREATION FACILITIES

FINDINGS

1. Existing public recreation facilities are not sufficient to meet the present and future recreation needs of community residents.
2. There are a number of implementation techniques which can be used to implement a public recreation program, including:
a) dedications, b) in-lieu development fees, and c) assessment district formation.

POLICIES

1. The Town shall prepare a Parks and Recreation Plan including a Master Plan of Trails for adoption as an Element of the General Plan. The Parks and Recreation Plan shall: a) address the existing and future community recreation needs of residents and visitors, (Please refer to the visitor-recreation land use goals and policies), b) set forth a specific improvement program, c) coordinate a multi-purpose trails system, and d) specify how developers and the community will implement the program.
2. The Town shall encourage developers to provide not only project-related recreation facilities, but public recreation facilities, including playfields, parks and trails, through requirements and conditions in the Town Development Code.
3. The development of resident recreational facilities shall be coordinated with both public and private visitor recreation facility development.

FIRE PROTECTION

FINDINGS

1. Fire protection is provided by the Mammoth Lakes Fire Protection District.
2. The District's Master Plan specifies several programs for the upgrading of fire protection facilities including: a) construction of one new fire stations, and 2) a possible

satellite fire station to serve the Mammoth Mountain Ski Area.

3. The fire suppression water supply system in the community does not supply sufficient volume in some areas of the community and is not sufficient to accommodate significant amounts of new development.
4. Other fire suppression deficiencies include poor access due to poor roadway design and access restrictions during severe winter snow storms.
5. The community's fire protection services and needs are discussed in greater detail in the Safety Element of the General Plan.
6. Wildland fire protection services on National Forest lands are provided by the Forest Service. The Mammoth Lakes Fire Protection District provides structural fire protection services on National Forest Lands.

POLICIES

1. The Town shall support and encourage the Mammoth County Water District in the improvement of fire flow facilities and in the development of additional water supply sources in order to improve fire safety within the community.
2. The Town shall require development projects to conform to the Mammoth Lakes Fire Protection District Plan project design and fire suppression programs, through conditions and requirements in the Town Development Code.
3. The Town shall implement a roadway improvement program to improve the access of fire fighting equipment and to reduce response times.

POLICE SERVICE

FINDINGS

1. Presently the Mammoth Lakes Police Department provides police services, parking enforcement, and emergency plan coordination for the community of Mammoth Lakes.
2. Provision of police services is difficult in some areas of Mammoth Lakes due to access problems, including poor road design, closure of Highway 203 and other roads during

inclement weather and peak traffic conditions which inhibit emergency access.

3. The development programs for the community during the next 20 years will substantially increase the demand for police protection services and facilities.

POLICIES

1. The Town shall provide police protection and services sufficient to provide for the community's present security and safety needs.

STREET AND ROAD MAINTENANCE

FINDINGS

1. Currently street and road maintenance, repair and snow removal is provided by the Town for all non-state and non-federal roadways within Mammoth Lakes.
2. The Town has assumed street and road maintenance activities, and a Town corporation yard is planned for construction.
3. Many of the roadways within the Town have improper grading, shoulder improvements, set backs and poor road section design which increase the cost of road maintenance, repair and snow removal, and add to erosion and traffic circulation problems.
4. Systematic improvement to the roadway system and snow storage areas, should be done to reduce long-term maintenance, repair and snow removal problems and cost.

POLICIES

1. The Town shall continue to provide road maintenance, repair and snow removal services to the community.
2. The Town shall prepare a road improvement program which systematically improves roadways throughout the community and which outlines financing strategies.

3. The Town shall develop a comprehensive roadway maintenance program which includes:
 - A periodic road repair program
 - A lane and pavement striping schedule, and
 - A street sweeping program
 - Street design standards
4. The Town shall prepare a Snow Removal and Storage Plan which:
 - Designates appropriate snow storage areas
 - Sets priorities for roadway, pedestrian path and trail clearance
 - Encourages the upgrading and dedication of private roads and pedestrian pathways into the public snow removal system
 - Establishes requirements in the Town Development Code for appropriate off-street parking areas, snow storage, and snow handling design requirements (such as covered sidewalks, snow loading design and roof design) for development projects, and
 - Sets forth a snow removal financing program.

Transportation and Circulation

TRANSPORTATION AND CIRCULATION ELEMENT

The Community's transportation system forms the basic framework for community development. The goals and policies expressed in the Transportation Element are, therefore, very important to the establishment of the community's character and development pattern. In recognition of this fact, the Mammoth Lakes Transportation Element proposes to develop a more pedestrian and mass transit oriented community which minimizes auto usage and supports the Town's destination resort character. This purpose is reflected in the goals and policies of the Transportation Element and in the other elements of the Mammoth Lakes General Plan.

Changes in the transportation network may result in a number of economic, social and environmental impacts. The community's transportation facilities should meet economic and social needs without disrupting neighborhoods or unique natural resources. The existing pedestrian and transit-oriented transportation system does not handle existing traffic volumes, and the proposed system will not handle future volumes unless existing transit programs are augmented.

The primary problems addressed by the Transportation Element are: how to transport people to and from Mammoth Lakes and how to move them around the community and to recreation areas once they arrive. The significant changes in transportation requirements on major ski weekends makes meeting these problems very difficult. During the week, the population of Mammoth Lakes may be as low as 5000, the permanent population, while on major ski weekends the population has reached over 30,000 people-at-one-time (PAOT). In the future, the resident population is projected to increase to approximately 8000, and maximum PAOT of 48,000 to 52,000. To efficiently serve the recurrent large numbers of people in Mammoth Lakes, the community must have a highly coordinated transportation system which will include streets and highways, mass transit, parking, air transportation and non-motorized transportation modes (including paths, bikeways and cross-country trails).

In order to establish a systematic program for development of a comprehensive transportation network for Mammoth Lakes, the Transportation Element: 1) contains an inventory of the existing transportation system, 2) identifies current and future transportation needs, and 3) sets forth specific goals and policies for the achievement of the transportation network.

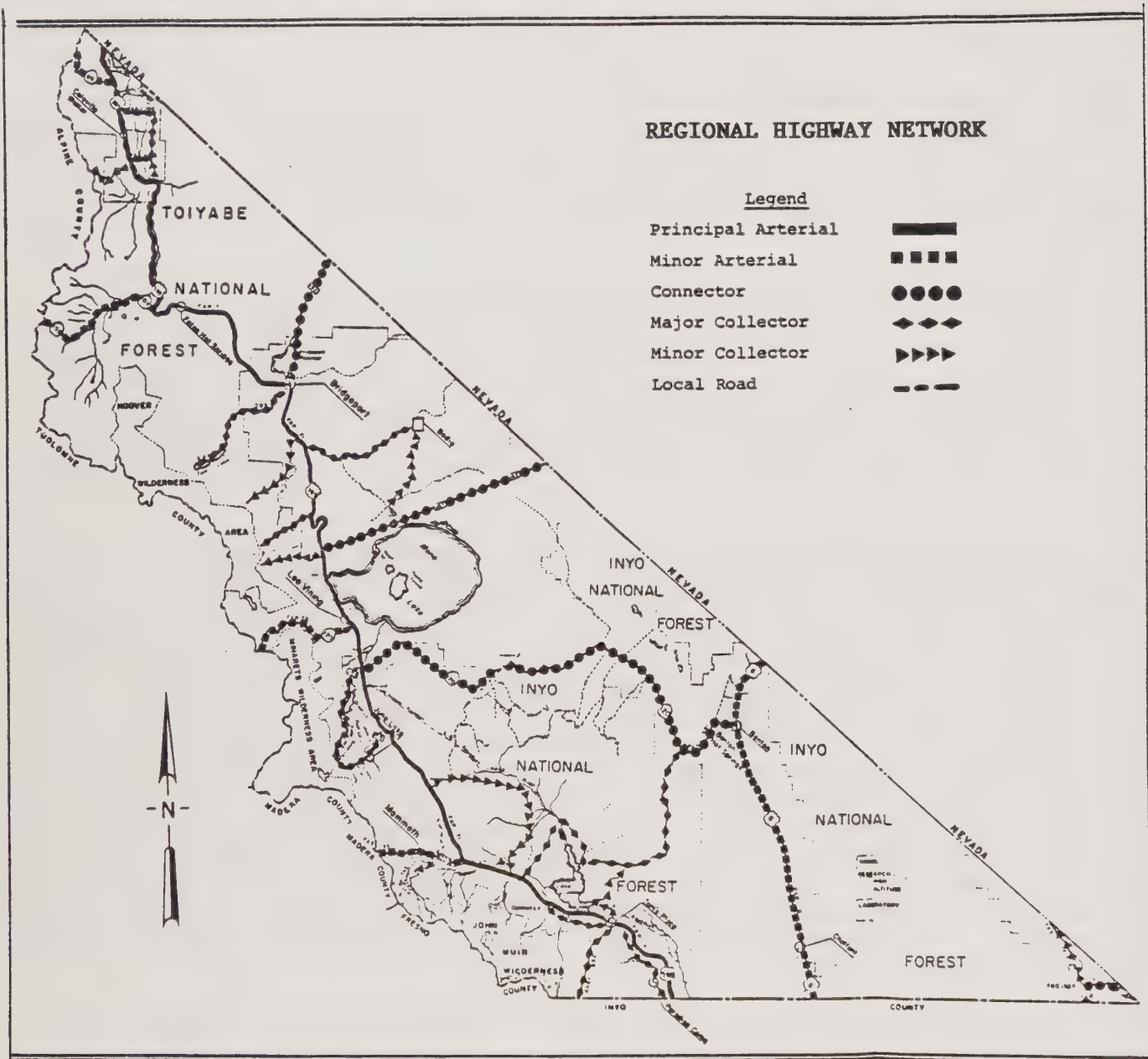


Figure 25

Source: Mono County Regional Transportation Plan
1984 Update

The Existing Transportation Network - consists primarily of regional and local roads and highways. Regional access to the community of Mammoth Lakes is provided by U.S. 395 and State Route (S.R.) 203 and Mammoth Scenic Loop. (See Figure 25). U.S. 395 is the primary north-south access corridor on the eastern side of the Sierra Nevada Mountains. In the vicinity of S.R. 203, U.S. 395 varies between two and four travel lanes. The California Department of Transportation (Caltrans) is involved in a long-range improvement program to increase U.S. 395 to four travel lanes between Big Pine and State Route 120.

State Route 203 and the recently completed Mammoth Scenic Loop road provide access between U.S. 395 and Mammoth Lakes. The S.R. 203 U.S. 395 interchange is a full-diamond type controlled by stop signs on the offramps.

State Route 203 is an east to west highway beginning at U.S. 395 and terminating at the Mono/Madera county line. The highway is two lanes between the interchange with U.S. 395 and the Town, and four lanes wide through the Town, where it is also called Main Street. (See Figure 26). S.R. 203 returns to two lanes just north of the intersection with Minaret Blvd. Beyond Minaret Summit the road is under U.S. Forest Service jurisdiction and provides access to the Devils Post Pile and Red Meadows area.

Roadways in Mammoth Lakes vary from four lane fully developed arterials such as Main Street (S.R. 203) to narrow two lane facilities. Mammoth Lakes Roadways are defined as follows:(1)

Arterials - Main traffic carrying arteries which accommodate relatively high volumes of through traffic.

Collectors - Provide access from major residential, industrial, recreation and commercial areas to arterials.

Local Streets - provide access from primarily residential areas to collector or arterial streets.

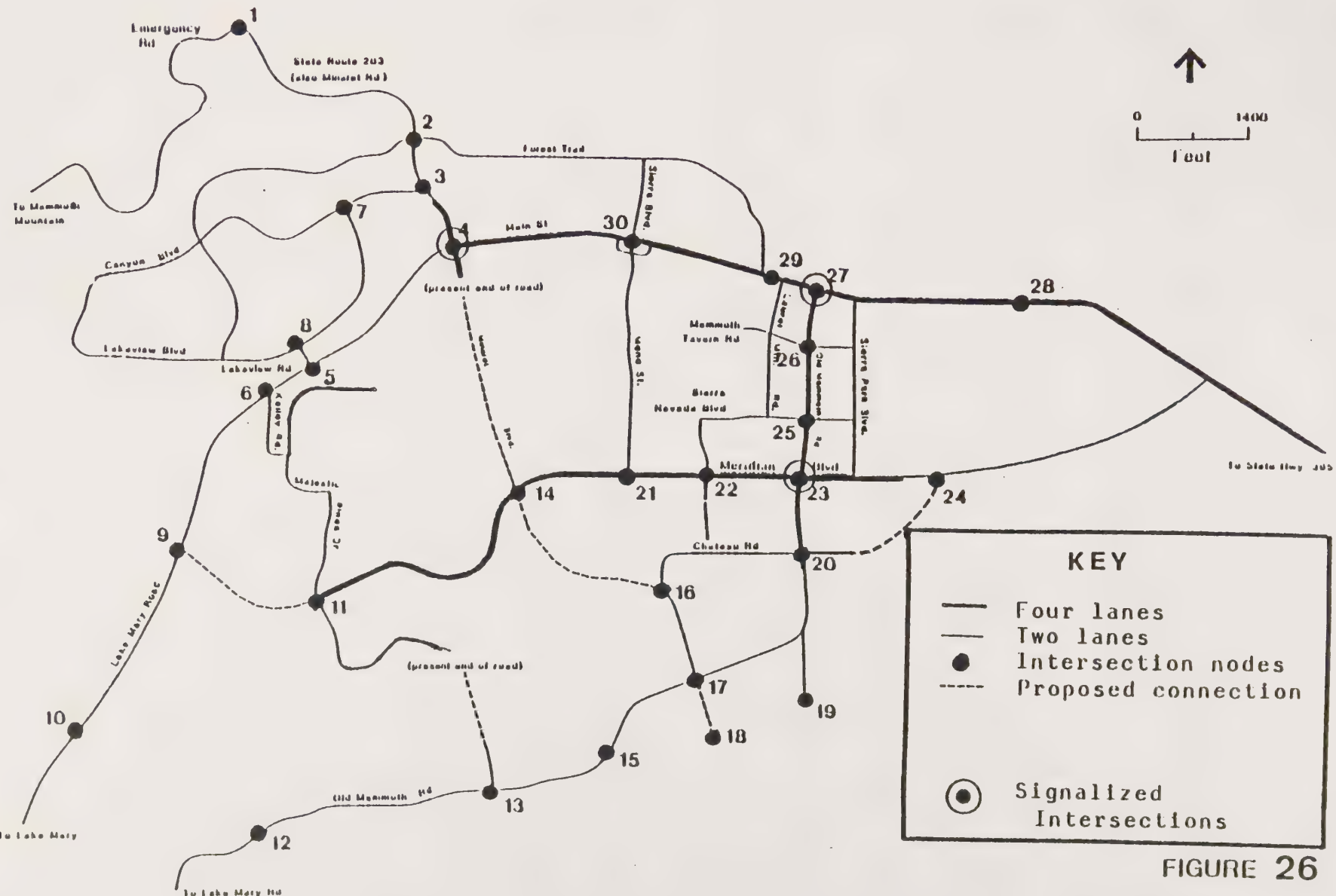
Rural Roads - provide access to remote scenic or recreational areas.

Arterials in Mammoth Lakes are described in Figure 27, and their location indicated on Figure 29. Arterials include: Main Street (S.R. 203), Old Mammoth Road, Meridian Boulevard, and Minaret

(1) These definitions are applicable only to the Town of Mammoth Lakes and do not necessarily conform to the definitions or classification system of other agencies.

Road. All of these roads are designated as arterials in the Regional Transportation Plan (RTP). This arterial system is incomplete as described in Figure 26.

Collector Roads are described in Figure 28. Presently some of these designated collector roadways are not built to acceptable roadway standards. All of these roads should be built to Town standards.



KEY

- Four lanes
- Two lanes
- Intersection nodes
- Proposed connection
- Signalized Intersections

FIGURE 26
Circulation System

FIGURE 27

ARTERIALS

- o Main Street (S.R. 203) - provides principal access through Town and carries four travel lanes plus a central two-way turn lane. Main Street was recently paved and upgraded with new lane markings bicycle lanes are provided on both sides.
- o Minaret Road (S.R. 203) is a two-lane roadway between Canyon Blvd. and the Mammoth Ski Area. At the intersection with Main Street, Minaret Road widens to four lanes. The four lane section is maintained to the existing terminus of the road south of the intersection. Circulation plans call for extending Minaret Road as a four-lane arterial to the south through Meridian Boulevard to Old Mammoth Road, with a potential connection to the Sherwin Bowl area.
- o Old Mammoth Road - connects Main Street and the south side of Mammoth Lakes through the Old Mammoth and Snowcreek Districts. Old Mammoth Road is three lanes wide between Main Street and Chateau Road. South of Chateau Road, Old Mammoth Road reduces to two lanes through the Old Mammoth District.
- o Meridian Boulevard - currently extends between S.R. 203 and Majestic Pines Drive. The road can accommodate four travel lanes plus parking on each side from Majestic Pines Drive to Sierra Park Road. From Sierra Park Road to Main Street the roadway provides for two travel lanes within an 80 foot wide right-of-way.
- o Mammoth Scenic Loop - provides a secondary connection to the Town between Highway 395 and Minaret Road.

FIGURE 28

COLLECTOR STREETS

- o Azimuth - Chateau through Meridian to Sierra Nevada
- o Canyon - between Minaret and Mammoth Slopes Drive
- o Chateau - From Old Mammoth Road to Minaret; proposed extension from Old Mammoth Road easterly to Meridian Blvd.
- o Forest Trail - From Main Street to Lakeview Blvd.
- o Lake Mary Road - From Minaret Road to the Lakes Basin
- o Lakeview Boulevard - From Base 2 parking lot to Canyon Boulevard
- o Laurel Mountain Road - From Sierra Nevada Road to Main Street
- o Sierra Boulevard - Between Forest Trail and Main Street
- o Sierra Nevada Road - Between Azimuth Dr. and Sierra Park Road
- o Sierra Park Road - Between Main Street and Meridian Boulevard
- o Tavern Road - Between Laurel Mountain Road and Sierra Park Road
- o Old Mammoth Road - Between Waterford and Red Fir Road

Figure 29

KEY

Arterial

Collector

Arterial and Collector Streets

CIRCULATION ELEMENT

Local-Only Roads - are intended to serve neighborhood and local activity areas and thus should have low traffic volumes. Several local roads are experiencing excessive traffic volumes due to through traffic. This occurs on Davison Road, the Kelley Road short cut, Chateau Road, and could occur on the proposed Snow Creek connector and several other local-serving roadways. The Town should examine the local roadway network to determine those additional roadways which should be local in character and employ traffic restraint techniques as necessary, to discourage through traffic usage.

Intersection Improvements - there are only three signalized intersections in Mammoth Lakes:

- 1) The Main Street and Minaret Road Intersection - is signalized and has been recently improved to provide two southbound left turn lanes with an exclusive phase. Other approaches provide both left and right turn lanes.
- 2) The Main Street and Old Mammoth Intersection is a well delineated, three-phase signalized tee intersection, and
- 3) The Old Mammoth Road and Meridian Boulevard Intersection is signalized with a two-phase signal and provides separate left-turn lanes. Meridian offers two through lanes in each direction.

Parking in the Community is very limited, particularly near the ski base areas. Presently, there are approximately 800 spaces available at Base 1, near the main ski lodge on Mammoth Mountain, 300 at Base 2, which serves Warming Hut 2, and 280 spaces at Base 7, including Chair 15. A total of 1,400 off-street parking spaces are currently available to serve the MMSA. Some additional official on-street parking is available near the base areas, and skiers park along S.R. 203 from Base 4 to the Main Lodge during most of the ski season.

Existing Transit Facilities - scheduled interregional and regional bus service is provided between Los Angeles and Reno, Nevada. The scheduling is not convenient for use by local residents for daily business or shopping activity between communities and is not very convenient for visitors coming from Los Angeles or Reno.

Non-scheduled regional and interregional transit service is provided by private charter lines. Most of the charter service is provided from the Los Angeles and San Diego areas for alpine skiers, but there is a growing amount of charter service for senior tours and other contracting groups during the summer

season. During the week, two to five charter buses arrive per day in Mammoth Lakes.(1) On major holidays and weekends, an average of 65 to 75 buses with peaks of 100 to 125 have been noted. As Mammoth Lakes ski areas expand, and promotion of summer recreation activities and tours increase, charter service is expected to increase accordingly.

From 1982 to 1984, a state supported demonstration intercity bus service was established between Bishop and Mammoth Lakes. This was a year-round service for employees, shoppers and skiers, but the demand for the service did not justify its continuation.(2)

An intercity transit service is provided between Mammoth Lakes and Bishop by the Mammoth Mountain Ski Area which shuttles employees daily between Mammoth Lakes and Bishop.

Local Transit Service is provided by Mammoth Mountain Ski Area (MMSA) under contract with the Town of Mammoth Lakes. Bus service during the winter season is available via different routes seven days per week. Reduced service is provided during the summer season.

Taxi service is also available with rates based on destinations. Additionally, other condos and lodges operate courtesy vans and buses which provide their guests with transportation to the airport and ski areas. Snow Creek, a condominium development, also provides a skier shuttle for its residents and guests. Interregional charter buses also provide local transit service during their stopovers in Mammoth Lakes. On major ski weekends, up to 110 buses transport skiers to the main lodge area.

(1) P. 15, Mono County RTP, 1984 Update

(2) State-supported demonstration program provided by the Outdoorsman, a retail sports shop in Bishop.

Non-Motorized Transportation Facilities - for the use of pedestrians, bicyclists, equestrians and cross-country skiers in Mammoth Lakes have not been comprehensively planned. Although there is moderate to heavy bicycle use in Mammoth Lakes during the summer, and increasing interest in cross-country skiing in the winter, no extensive specific plans for paths and facilities have been made for these alternatives to the auto. Because of the significant existing and future traffic congestion in Mammoth Lakes, non-motorized facilities can be more than recreational facilities. A comprehensive system of walking, bicycling and cross-country trails can reduce auto travel and provide important visual and activity amenities for visitors and community residents. There is an existing class II 8-foot signed and striped bicycle facility on State Route 203, from Minaret Road to Old Mammoth Road. All arterial and collector streets shall be considered as possible candidates for future bicycle routes.

Mono County has proposed preliminary bikeway locations and classifications and the Regional Transportation Plan in 1984 proposed that a pedestrian Facilities Plan be prepared. The Town of Mammoth Lakes should review the proposed programs and develop a definitive Non-Motorized Transportation Plan to assure the implementation of a more pedestrian-oriented community.

Air Travel - Although the automobile is the primary mode of transportation to Mammoth Lakes, travel by airplane is growing and promises to serve a greater visitor and resident market, as a time-saving alternative to the automobile.

The Mammoth/June Lakes airport is located eight miles east of the Community on U.S. 395, and has been designated as a commuter airport by the Federal Aviation Administration (FAA). The airport facilities are owned and operated by the County under a 30-year Special Use Permit from the Inyo National Forest, which administers the land. The Mono County Department of Public Works is responsible for management.

The airport increases visitor access to Mammoth Lakes. By supporting improved airport facilities and airline service from major population centers, such as Los Angeles, the San Francisco Bay Area and Reno, access to the Town would be improved further.

Scheduled commuter service is available and is used by an increasing number of recreational visitors, business people, government officials and residents.

Emergency Access and Egress in Mammoth Lakes is an important element of the Mammoth Lakes transportation system. Because the possibility of an earthquake or volcanic activity closing off access to and from the Town along Route 203, a new road was

recently constructed as an emergency access by the Forest Service. The road is two lanes wide, with one 8 ft. shoulder, and connects Minaret Road with U. S. Highway 395. Called Mammoth Scenic Loop this route provides an alternative route in and out of Mammoth Lakes.

Existing and Future Transportation Requirements

Travel demand in Mammoth Lakes is highly variable because of the major differences in recreational activity in the Community, depending on the time of year, and the day of the week. The existing roadway system is sufficient to serve year-round residents, but is clearly insufficient to serve peak winter ski weekend and holiday recreational traffic. Peak traffic volumes occur in direct relationship to skiing conditions (both snow conditions and weather), reaching maximum volumes on three-day weekends, school holidays and during the Christmas Week.

Peak winter weekend traffic has two peak travel patterns: a regional visitor peak travel pattern, and a ski-to-lodging peak travel pattern. On Friday and Sunday evenings, skiers arrive in and leave from Mammoth Lakes, primarily oriented to and from the south on U.S. 395. Friday night inbound volumes peak late Friday night about 11:00 p.m., while Sunday, outbound volumes are more concentrated, peaking at around 5:00 p.m.(1)

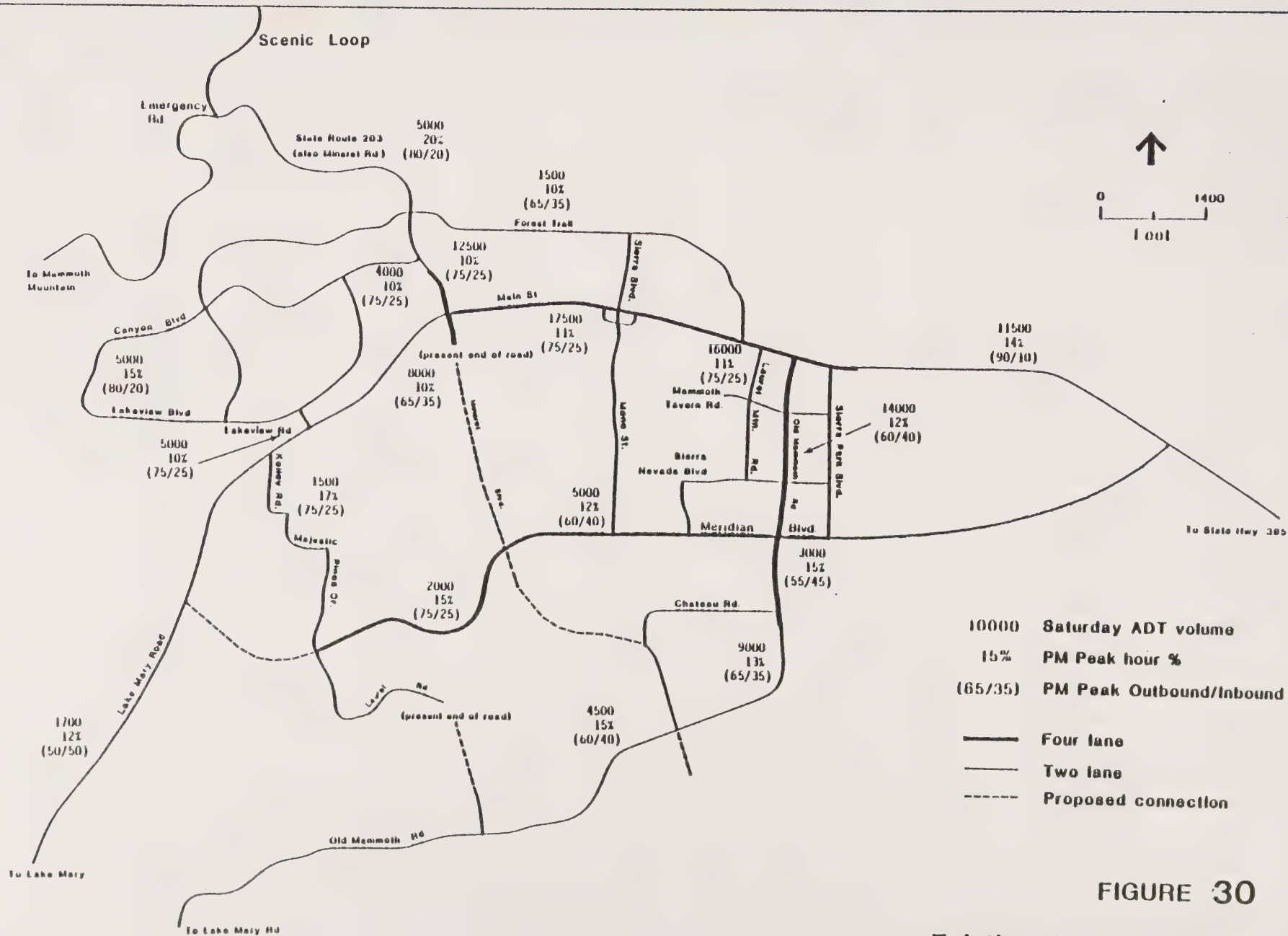
The second weekend traffic peaking occurs when people move to and from the Mammoth Mountain Ski Area. Saturday and Sunday mornings experience peak traffic volumes around 8:00 a.m. and afternoon peaks on those days is around 4:00 p.m. The weekend p.m. peak periods are the most concentrated and have, therefore, been used to assess existing and future traffic needs. Peak traffic volumes usually are from 1 - 2 hour duration.

As existing traffic counts in Mammoth Lakes are limited, Average Daily Traffic (ADT) and p.m. peak hour traffic was estimated(2) and is shown in Figure 30. As shown, traffic is heaviest on Main Street from Minaret Road to Old Mammoth Road and on Old Mammoth Road south of Main Street. These heavy volumes reflect the fact that this is the only arterial connection between the Mammoth Mountain Ski Area and the Town.

During the weekend p.m. peak hour, traffic from the MMSA travels south on Minaret, turns left onto Main Street, then right on Old Mammoth Road. To accommodate this demand, the intersection at Minaret and Main Street has dual left-turn lanes and exclusive turn phase on the southbound Minaret approach to Main Street.

(1) Preliminary EIR on Mono Plan update, Quad Consultants 1983.

(2) County prepared Town General Plan, Environmental Science



SOURCE: Environmental Science Associates, Inc.

The Mammoth Mountain Ski Area (MMSA) is programmed to expand to accommodate 24,000 skiers-at-one-time (SAOT), from the present 19,000 SAOT. In order to accommodate this increase in skiers, additional facilities and base areas are proposed. Base area locations are shown in Figure 31. Existing and future skier distribution by base area are shown in Figure 32.

Significant increases in travel to Base 7, at the end of Meridian Boulevard, and Base 6 near the intersection of Canyon and Minaret, at the lower end of the MMSA access road will occur due to the MMSA expansion. Also, additional travel to and within Mammoth Lakes may be generated by future Sherwin Bowl Ski Area development.

Projected future winter weekend p.m. traffic volumes are shown in Figure 33. Future volumes will be highest on Minaret Road, Main Street, Meridian Boulevard and Old Mammoth Road.

The projected heavy increases in traffic on the local arterial system, and the anticipated increases in spillover or through traffic on local roadways, requires that a comprehensive public transportation program be developed. The program should ease congestion, improve travel to and from the ski areas, retain and improve the destination resort environment of Mammoth Lakes, and protect Community neighborhoods.

The Town of Mammoth Lakes is considering a comprehensive transportation system to address future travel demand including: upgrading the street system development, use of an extensive transportation network, and development of possible alternative transit systems.

The programs needed to implement the selected comprehensive transportation network are specified in the goals and policy section of the Transportation Element. They include:

- 1) Completion of the existing arterial system and upgrading of the collector and local roadway system including intersection upgrading and use of traffic restraint techniques on local roadways, as necessary.
- 2) A public transit service, a possible intermodal transit facility, adequate bus shelters at designated transit stops, an overhead lift system to augment surface transit, and a local charter bus operation, maintenance and storage facility.
- 3) Provision of a non-motorized transportation network, including walking paths, bicycle paths, and cross-country ski trails.
- 4) Provision of adequate road maintenance and snow removal services.

These program elements are anticipated to improve present and future traffic congestion, improve visitor access to recreational areas and resort nodes and retain and improve the alpine destination resort character of Mammoth Lakes.

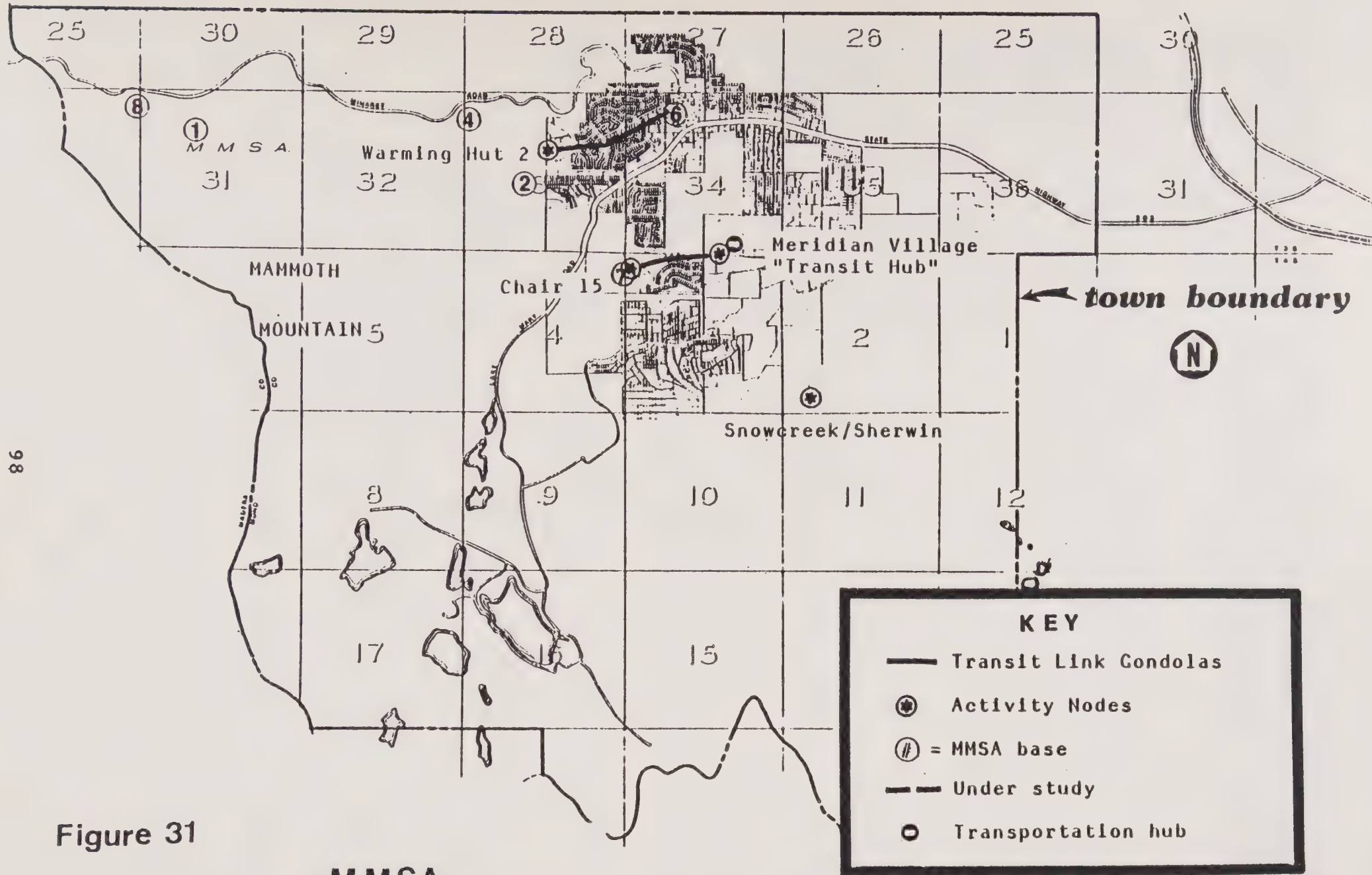


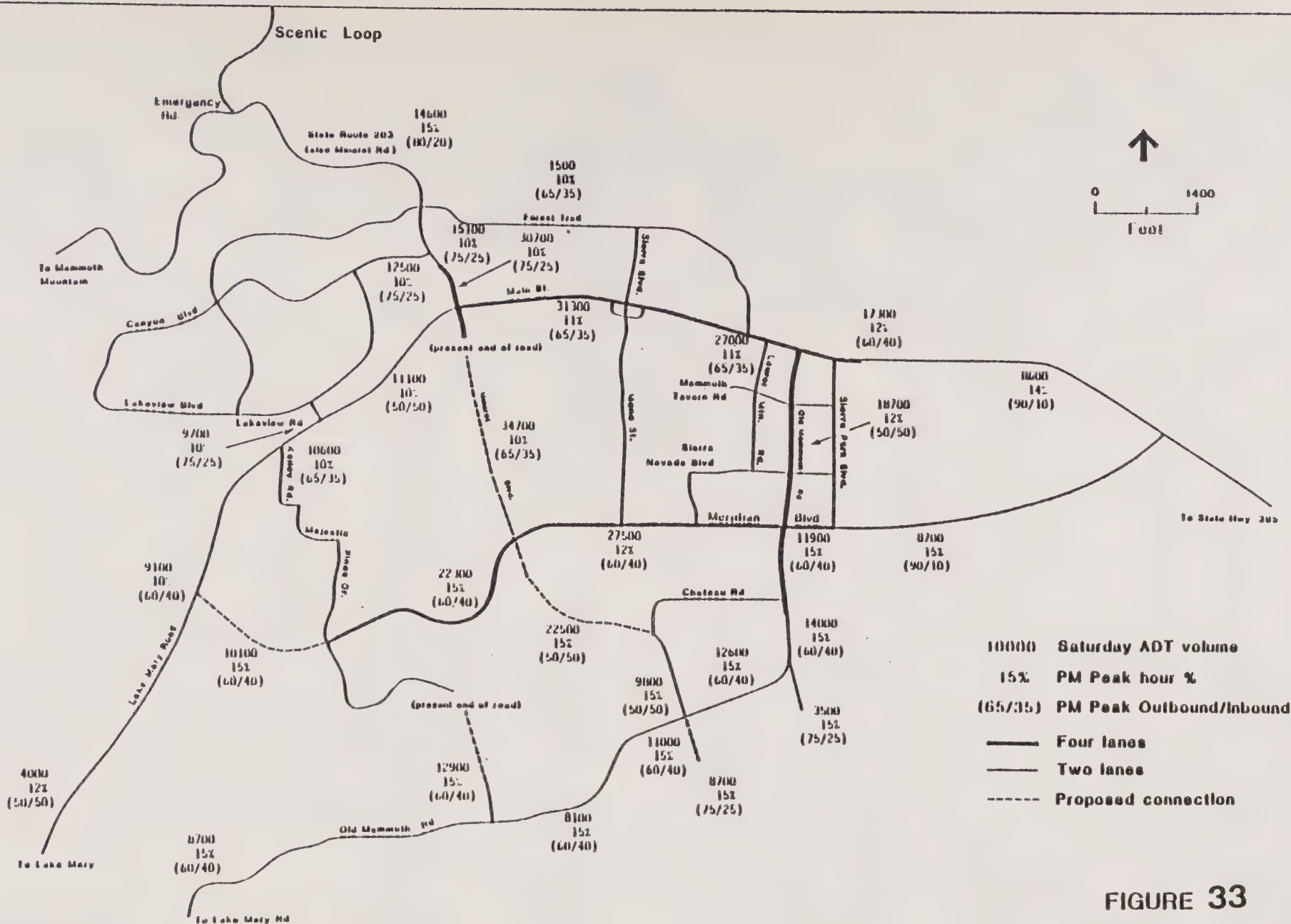
Figure 31

MMSA Ski Base and Overhead Gondola Plan

FIGURE 32

MAMMOTH MOUNTAIN SKI AREA EXPANSION PLAN

<u>Facility</u>	<u>Current Skier Usage</u>	<u>Ultimate Skier Usages</u>
o Base Lodge - 1	8000	7500
Underground parking for private cars and charter buses to be provided		
o Base - 2	7000	4500
Existing parking for 280 cars will remain, but not be increased		
o Base - 4	500	2000
Structure to accommodate 5,400 skiers, no additional private car parking to be provided		
o Base - 6	0	0
Installation of a lift from Base 6 to Base 2. Car parking will be provided at Base 6		
o Base - 7	3500	7900
Existing 280 parking spaces retained, but not increased. A warming hut with facilities to accommodate 7900 skiers		
TOTAL	19,000	24,000



Completion of the Arterial and Collector System - In order to better serve the existing peak traffic conditions in Mammoth Lakes, the existing arterial system should be completed and improved. The proposed Minaret Boulevard Extension is essential to improve distribution of traffic in the Community.

All collector roads should be two lanes wide and built to appropriate standards to encourage through use which include bicycle lanes and turn-outs. Further, wherever possible, all rights of way should be of sufficient width to accommodate snow storage.

Off-Site Skier Transportation System - The proposed expansion of MMSA Base 7 will result in a substantial increase in traffic at both the intersection of Meridian Blvd. and Majestic Pines.

A partial amelioration of this problem could result from the completion of the proposed Minaret Road extension. In addition to the above it is proposed to:

- a) Provide convenient public transit and limit parking near base areas, to minimize use of private vehicles in the community.
- b) locate an overhead lift or comparable system, to serve MMSA Base 7
- c) possibly locate a transit hub to complement the above facility. In addition to the above it is proposed to locate an overhead lift system from Base VI (a supporting base) to Base II (See Figure 31).

A Hub can provide a focal point for the community's transportation related activities. A Hub might include:

1. Inter-Regional Transit Terminal - for private bus lines such as Greyhound and charter buses.
2. Transportation - for internodal transit lines, thereby providing complete access throughout the community.
3. Transportation and Recreation Information Center - where residents and visitors can obtain information regarding routes and schedules for local and regional transit, airport information for the local and Reno airports and other transportation nodes, and area recreation information.
4. Ski Ticket Information and Sales Office - which will provide skiers with information on which bases have ski tickets available, the skier can then conveniently board an overhead or transit vehicle to the base which has available tickets.

5. Staging area - for summer recreational tours, bicycle rentals and storage facilities.

A coordinated Mass-Transportation Plan should be developed to implement the Community's goals to de-emphasise the use of the automobile and to provide a comprehensive mass transit system. Permanent residents and visitor skiers alike will be encouraged to use public and/or private transit while leaving their vehicles at their place of residence.

In order to facilitate the implementation of the plan, a transit authority may be established at some future time. The authority could coordinate the development, financing and operation of the community's transit network.

Non-Motorized Transportation Network - A pedestrian, hiking, bicycle and cross-country path system, interconnecting major recreation, commercial and housing areas, and transportation facilities, will reduce reliance on the automobile and supplement the planned transit system. The Town is preparing a Parks and Recreation Element to be adopted as an addition to this plan which includes a Master Plan of Trails.

TRANSPORTATION FINDINGS, GOALS AND POLICIES

The following section presents the Transportation Element findings, goals and policies which comprise the Town of Mammoth Lakes program to develop a comprehensive transportation system for the community.

FINDINGS

1. The community of Mammoth Lakes presently experiences heavy traffic congestion and predictably heavy traffic peaks during winter ski weekends and holidays. This congestion also contributes to a degradation of air quality.
2. Planned increases in skiers-at-one-time (SAOT) at the Mammoth Mountain and other proposed ski areas will significantly increase traffic to and within the community and may exacerbate the existing traffic congestion problem.
3. Minimal parking has been provided by MMSA at its base areas and no additional parking is planned. Supplemental parking is provided along Town and State roadways.
4. Regional and interregional mass transit to the community consists of scheduled bus service, non-scheduled charter buses, airline commuters and general aviation. This transit serves only a small percentage of the people visiting Mammoth Lakes.
5. The coordination of and increase in regional and interregional mass transit to Mammoth Lakes will help to reduce travel by automobile to the community and increase the convenience of visitor access to Mammoth Lakes.
6. The development of an integrated transportation program for Mammoth Lakes will directly benefit the entire Town by creating efficient, economical and safe traffic movement.

GOALS

Overall Goals

1. To provide an adequate, safe, balanced and viable transportation system which meets the social, cultural, economic and environmental needs of the Town of Mammoth Lakes.
2. To provide a transportation policy plan that will guide the development of an effective transportation and circulation system which de-emphasizes automobile travel.
3. To develop expanded use of interregional mass transit including surface and air.

4. To eliminate existing curbside parking, at activity nodes, as soon as possible and investigate interim parking solutions until transit systems are capable of reducing parking demands.
5. To establish, maintain, and utilize overnight bus parking facilities.
6. To provide for safe, efficient and economical movement of people and goods over an improved roadway system commensurate with the growth and development needs of Mammoth Lakes.
7. To reduce the impact of the automobile on the community through an integrated transit and non-motorized (e.g., pedestrian, bicycles, cross-country skiing facilities) transportation system and thereby support the Town's destination resort and alpine resort character.
8. To provide a transportation system which does not further disrupt cohesive land use districts, neighborhoods, or recreation areas.
9. To develop a transportation system which, while providing access, protects the unique scenic, recreational and environmental resources of the community.
10. To provide a transportation system which is adequate for access or evacuation purposes during emergencies (e.g., fires, earthquakes or volcanic events).
11. To adopt road standards reflective of local conditions.

POLICIES

Streets and Highways

1. The Town shall identify and support local road projects which close circulation system gaps, eliminate hazardous or congested road conditions, upgrade the roads structural adequacy consistent with applicable road standards, and install traffic signals and other safety devices at hazardous intersections and road areas.
2. The arterial system shall be completed. Left turn lanes shall be provided where arterial streets intersect other arterial or collector streets.
3. The Town shall pursue the completion of improvement of Minaret Road and shall undertake a study of alternative routes and designs for a crossing of Mammoth Creek in the vicinity of Waterford Avenue.
4. The Town shall support the upgrading of state and U.S. highways both within and serving the community in order to

facilitate visitor access and increased safety including:

- 1) continued improvements to the S.R. 14/ U.S. 395 corridor, including widening the road to four lanes;
 - 2) effective and prompt snow removal.
5. The Town shall support an efficient and effective snow removal program and summer maintenance and pavement program which will permit optimum use of the street system while protecting the health and safety of the public.
 6. The Town shall assure through criteria in the Town Development Code that new developments: 1) use the appropriate road standards, and 2) are assessed mitigation fees for the improvement of substandard roads and for the construction of additional transportation facilities which serve the development, and 3) dedication of rights of way needed to comply with the Transportation and Circulation Element.
 7. The Town shall assure that proposed developments and increases in skiers-at-one-time (SAOT) coordinate with roadway improvements, through development criteria and incentives in the Towns Development Code.
 8. The circulation network shall encourage compact community development, not disrupt or bisect neighborhoods or other unified areas, and shall discourage through traffic through residential areas. Through traffic shall be discouraged on local roads by using traffic restraints as necessary.
 9. New roadway construction shall provide a logical continuation of the existing street system, and the determination of roadway alignments shall consider existing property lines, natural features and optimum land utilization.
 10. The Town shall cooperate with County, state, and Federal agencies to provide roadway improvements on streets which lie outside the Town's jurisdiction.
 11. The Town shall reduce land use conflicts with the safe and efficient movement of traffic through the use of development criteria and incentives and disincentives in the Town's Development Code, including reduction of driveway curb cuts along arterials.
 12. Access to Main Street and arterials should be controlled and major traffic generators should, when possible, use secondary access points to improve highway safety and efficiency:
 - o Prohibition, where possible, of the intersection of

local streets with arterial streets, and

- o Allow collector streets to intersect arterial streets at approximately 1/4 mile intervals.

13. The Town shall seek the close cooperation of Mono County Local Transportation Commission, the U.S. Forest Service, California Department of Transportation, commercial recreation operators, and other appropriate agencies in the simultaneous solution of traffic problems. The Town project review, Environmental Impact Report and public works planning process shall facilitate this cooperation.
14. The Town shall require and install street signs which are architecturally compatible with surrounding structures, capable of withstanding snow plow berming and extreme snow loads. Further, the Town shall request Caltrans to include Mammoth Lakes Junction on mileage signs approaching the Community along highways as far north as Lake Tahoe and Reno and along roads transecting the Sierra Nevada Range.
15. The Town shall initiate and maintain a systematic traffic count and intersection analysis program so that community traffic needs can be assessed, changes identified and improvements recorded.
16. The Town shall adopt road standards which reflect the impact of climate and circulation patterns unique to this community.

Parking

1. The Town shall designate appropriately located and sized sites for public parking areas and structures for automobiles, RVs and overnight charter buses.
2. The Town shall continue the existing prohibition of winter private vehicle parking along Town roads.
3. The Town shall require new development to provide adequate off-street parking preferably underground or in-structure, and that all parking lots meet the design criteria in the Town's Development Code.
4. The Town shall require industrial, commercial and recreation development, including downhill, cross-country and snow play, etc., developments to provide adequate on or off-site parking whichever is determined to be the most beneficial to the Community through the application of criteria in the Town's Development Code and Subdivision Requirements.
5. The Town shall do the following:

- a) educate visitors and residents to the importance of parking their vehicles and using alternative transportation, and
 - b) promote the use of modes of transportation other than the automobile.
6. The Town shall investigate the use of benefit assessment districts, mitigation fees, or other financing alternatives to finance parking facility construction, if appropriate.

Surface Transit

1. The Town shall seek to establish a viable low cost or free transit system that will attract users, and enable Mammoth Lakes to be a more attractive and functional destination resort community.
2. The Town shall include consideration of Transit Improvement projects in the Capital Improvement Program.
3. The Town should consider developing a viable transit management and operation authority (public or private) to coordinate the development of and to operate the community's transit system.
4. The Town shall encourage the development of year-round regional/intercommunity transit to facilitate travel to Mammoth Lakes, through the provision of commercial bus stops, bus parking and other facilities.
5. Major developments shall be required to contribute appropriate mitigation fees for transit facility purchase and construction. The Town shall encourage appropriate parking and transit facilities which serve ski areas to be in place prior to ski area expansion or development.
6. The Town should consider the establishment of an Intermodal Transit facility (or Transit Hub) which facilitates visitor transit use by providing a convenient place for visitors to transfer to the Town's Transit Systems.
7. Transit facilities should be designed to connect activity nodes, commercial and public districts, and lift terminals. Transit should also be provided convenient to major residential areas so that residents will not be required to drive to critically impacted areas.
8. The Town shall establish organizational and service standards for the transit system.
9. The Town shall designate and cause to be developed suitable facilities for buses which provide driver-amenities to reduce the parking, dead-heading, neighborhood disruption and air quality problems presently experienced.

10. The Town shall plan and provide for the installation of bus turnouts and shelters in Mammoth Lakes.
11. The Town shall require developers to provide on-site bus turnouts and shelters, where appropriate, and/or in lieu impact fee contributions for the construction and purchase of transit facilities.
12. The Town shall require the local transit operating authority or other suitable entity to publicize and encourage transit use through tourist information booklets, and campaigns, transit signage, special bus markings and design; and through cooperation with the community's tourist bureau, and major recreation-related developments.
13. The Master Plan of Trails now being prepared is addressing the problem of a lack of motorized vehicle trails (motorcycle and snowmobile) within the community.

Non-Motorized Transportation

1. The Town shall prepare a Non-Motorized Transportation Plan which updates the bikeway plan and includes a comprehensive path system which is integrated with the Town plans for the other transportation modes, the future Park and Recreation Master Plan, Scenic Highway Element, regional bike routes, and Inyo National Forest bike routes.
2. The Town shall establish an effective trails network which connects frequently used destinations and follows heavily traveled routes. Trails shall be established whenever possible: 1) along scenic routes, 2) between recreation and visitor residential nodes, 3) to public facilities, areas of cultural, educational, recreational and historic interest, and 4) to campgrounds, camping areas, forests and wilderness areas.
3. The Town shall develop a trails plan and system which provides for bikeway and pedestrian paths for use during summer and ski trails in the winter.
4. The Town shall establish an annual non-motorized transportation budget which includes funding for trails planning, capital projects, construction and maintenance.
5. The Town shall encourage the interfacing of other transit systems with the trail system by:
 - 1) Providing bicycle racks and/or lockers at the public parking facilities, major shopping, cultural, employment, education and recreational centers, and
 - 2) Establishing a marketing program which prepares information maps and brochures which outline how to use

the trail system and provides these items at major transportation and recreation centers.

6. The Town may require new developments and to the extent feasible, existing uses which are redeveloping, to: 1) provide non-motorized path easements to develop paths in conformance with an adopted non-motorized transit plan, 2) provide crosswalk striping, and 3) provide lighting for safe pedestrian use of paths.
7. The Town shall investigate the use of lighting along major pathways to allow for safe night time use.
8. The Town shall encourage pedestrian oriented development through incentives and requirements in the Town Development Code, including: 1) requiring public spaces and pedestrian amenities to be provided by appropriate developments, 2) encouraging the development of pedestrian oriented streets and malls, and 3) through promotion of pedestrian amenities uses such as walk-up services, summer outdoor restaurants, etc.,
9. The Town shall provide and improve pedestrian pathways as part of a continuing street improvement program. Also, the Town shall work to assume that pedestrian circulation is adequate in winter as well as in summer.
10. The Town shall enhance the non-motorized path and trail experience by providing for:
 - a) safe and aesthetically placed paths and trails through appropriate and environmentally sensitive design.
 - b) control of user access to private property through screens, berms, signage, barriers and enforcing proper trail use.
 - c) amenities for recreational enjoyment such as picnic areas, benches, exercise facilities, where appropriate, and
 - d) diverse path and trail activities.
 - e) Bicycle racks, hitching posts and other fixtures designed to promote non-motorized transportation shall be incorporated into commercial uses where appropriate.

Airport Facilities

1. The Town shall support whenever appropriate, efforts to increase air travel to Mammoth Lakes.
2. The Town shall encourage development of adequate transportation to and from the Mammoth/June Lakes airport.

Housing

HOUSING ELEMENT

The State of California requires that each community's General Plan include a Housing Element. The Mammoth Lakes Housing Element is guided by the following state housing objectives:

- 1) Provision of decent housing for all persons regardless of age, race, sex, marital status, source of income or other arbitrary factors,
- 2) Provision of adequate housing by location, type, price and tenure, and
- 3) Development of a balanced residential environment including access to jobs, community facilities, and services.

Background

The recently incorporated community of Mammoth Lakes, until the preparation of this Housing Element, relied on the Mono County Housing Element adopted in 1981.

The Mono County Housing Element indentified several housing issues including:

- o a phenomenal rate of escalation in housing costs, from a median price for a single family dwelling of \$27,900 in 1970, to an average sales price of \$150,000 in Mammoth Lakes in 1980-81. Condominium prices ranged between \$125,000 and \$130,000 in 1980-81, however, median prices have fallen approximately 15 - 25%.
- o In the immediate past, the enormous demand for seasonal homes in Mammoth Lakes was a primary inflationary factor, increasing the cost of new homes and encouraging property owners to convert affordable units such as apartments.

This Housing Element reassesses the issues identified in the 1981 Mono County Housing Element. The Element further assesses current housing needs, inventories land suitable for residential development, identifies constraints in meeting housing needs, and presents specific goals and policies to implement a comprehensive housing program for Mammoth Lakes. Both the preservation of existing housing and expansion of future housing opportunities are addressed.

An understanding of the economic, population and housing characteristics of Mammoth Lakes is necessary to assess the

community housing needs and to determine how those needs may be filled. The Town of Mammoth Lakes is rather unique among California cities because it is an isolated, destination resort community with a recreationally-oriented economy based primarily on winter skiing. This type of economy is characterized, in part, by extreme fluctuations in PAOT, employment (especially seasonal), household size and composition, and income levels. These fluctuations occur not only on a seasonal basis but from one weekend to another, and are subject to the vagaries of the weather. The highly variable economy of Mammoth Lakes, therefore, presents a challenging combinations of problems for the housing market to meet. A clear understanding of these problems and constraints is essential when responding to the housing needs of the community.

The following presents an analysis of the community's population characteristics, household characteristics, special needs households, housing market characteristics, housing constraints and future housing needs.

Population Characteristics

Growth Trends - A primary factor in determining housing need is population growth. Between 1970 and 1972 the population of Mammoth Lakes increased from approximately 1,318 to 2,239 people. By 1980, the total population of Mammoth Lakes reached 4,117 permanent residents. This represents an approximate 70% increase in population from 1970 to 1972, and an additional increase of 84% from 1972 to 1980. (Please refer to Figure 34).

While the overall upward growth trend has been significant, recent monitoring of County growth by the California Department of Finance (DOF)(1) indicates that during the last two years, population immigration indicators have stabilized or are diminishing. Both driver license address changes and school enrollments have lessened while voter and auto registration has remained the same. These local trends differ with those of the remainder of the State of California which has experienced growth in all indicators. Therefore, the DOF projections shown in Figure 34, are anticipated to be high in the near term, (e.g. the next five years), but then resume past growth patterns thereafter.

Since Mammoth Lakes presently and historically represents a significant portion of the county population, approximately 48%, it is assumed the Community has experienced a similar stabilization in population. While this short-term change in the Community growth pattern may alter immediate housing needs, long-range housing requirements are not anticipated to change significantly. The projected growth in population, discussed in detail in the Land Use Element, is keyed primarily to commercial recreational development, especially winter skiing activities. The existing Mammoth Mountain Ski Area is expected to increase from the present 18,000 permitted skiers-at-one-time (SAOT) to

24,000 (SAOT), and the proposed Sherwin Bowl Ski Area is planned to accommodate approximately 8000 additional SAOT and an additional 5000 Nordic SAOT is planned. This expansion in ski area development is projected to increase the permanent population of Mammoth Lakes to approximately 8000 people, over the next ten to twenty years, an increase of 94% over the 1980 population of 4117.

As shown in Figure 34, the State Department of Finance (D. O.F.), 20-year population projections indicate a higher population. If population growth stabilizes in the near term as now projected, then the D.O.F. 20-year horizon population would be similar to that projected on the basis of future recreation development activity.

Age Characteristics - As different age groups tend to have differing housing requirements, understanding the age characteristics of Mammoth Lakes is important. According to the 1980 census, as shown in Figure 35, approximately 80 % of the Mammoth Lakes permanent population is between 18 and 61 years of age.

Very few people in the community are over 62 years of age, as compared to the county. Mammoth Lakes also has fewer young people between 0 and 18 years, approximately 18% of the population compared to 27% for the 0 to 19 year age group in the county. (See Figures 34 and 35)

As the vast majority of the community residents are within the active employment years of 18 to 61 years, the housing available in Mammoth Lakes should primarily serve this section of the population.

Household Formations - The number of households established in Mono County increased significantly between 1970 and 1980, an increase of 182%. (See Figure 35). Estimates of household formations since 1980 indicate that the rate of formation has significantly reduced. Similar trends are anticipated to be occurring in Mammoth Lakes.

(1) Communication with Elizabeth Hoag and Mary Heim of the California Department of Finance, May 1985.

FIGURE 34

POPULATION GROWTH

	<u>1970 Census</u>	<u>1972 Census</u>	<u>1980(2) Census</u>	<u>1990(1) D.O.F. Projection</u>	<u>2005 D.O.F. Projection</u>	<u>2005 Community 20-Year Projection</u>
<u>Mammoth Lakes</u>						
. Population	1,318	2,239	4,117	6,158	9,512	8,000
. % of County Population	32.8%	38.3%	48%	48%	48%	N.A.
<u>Remainder of County</u>	<u>2,698</u>	<u>3,600</u>	<u>4,460</u>	<u>6,671</u>	<u>10,305</u>	<u>N.A.</u>
Total	4,016	5,839	8,577	12,829	19,817	N.A.

DEPARTMENT OF FINANCE 1985 MONO COUNTY AGE CHARACTERISTICS

	<u>0 - 19</u>	<u>20 - 34</u>	<u>35 - 49</u>	<u>50 - 60</u>	<u>60+</u>
Male	1569	2340	1012	461	568
Female	<u>1399</u>	<u>1831</u>	<u>819</u>	<u>410</u>	<u>572</u>
Total	2968	4171	1831	871	1140
%	27%	38%	17%	8%	10%

(1) California Department of Finance are based on indicators prior to 1984-85 and are slightly inflated over the short term. Mammoth Lakes is assumed to represent 48% of county-wide totals.

(2) Department of Finance figures not available until 1986.

FIGURE 35

MAMMOTH LAKES AGE CHARACTERISTICS(1)

	<u>0-18 Yrs.</u>	<u>18-61 Yrs.</u>	<u>62+ Yrs.</u>	<u>Total</u>
% of Population	17%	80%	3%	100%

HOUSEHOLD INCREASES IN MONO COUNTY

	<u>1960 Census</u>	<u>1970 Census</u>	<u>1972 Special</u>	<u>1980 D.O.F. Revised Census</u>	<u>1985 D.O.F. Projection</u>
Households	838	1382	2058	3100	4800
% Change	64.9%		182%		23.1%

(1) Based on Census and ZIP Code Summary of age and sex characteristics.

Special Housing Need Groups

A major role of a community is to reduce or remove barriers to the provision of housing to those who are not provided adequate housing by the private housing industry. Usually people are constrained from entering the housing market because of insufficient income. However, some individuals' and families' special characteristics makes finding suitable housing difficult. They either settle for inadequate housing overcrowding or overpaying.

The primary special needs households in Mammoth Lakes are the seasonal workers and female headed households. The exact number of handicapped within the community has not been identified, but is expected to be generally low, because of the overall low numbers of handicapped in Mono County. Renters in Mammoth Lakes, particularly seasonal workers and low income persons, are considered as special needs households, since a high percentage are either overpaying or overcrowding housing units. (Please refer to Housing Needs discussion). Mammoth Lakes has no farm workers.

The Town of Mammoth Lakes should, therefore, strive to maintain and increase its existing rental housing stock and ensure its affordability for low income and other special needs groups. A town-aided housing program could include: 1) the granting of density bonuses or other incentives for developments to provide land for affordable housing development and/or affordable housing units, 2) Town assistance in obtaining financing or grants for affordable housing projects, and 3) formation of redevelopment districts to include affordable housing.

A brief discussion of special needs groups follows:

Elderly - As discussed earlier under Population Characteristics, the 1980 estimated senior population in Mono County was between 540 and 832 persons. Of the approximate 352 elderly households, eighty percent are homeowners.(1) Very few elderly are estimated to live in Mammoth Lakes. According to the 1980 census, there were 49 elderly within the 93546 Zip Code area. Of those, only 8 were below the poverty level.

Ethnic Groups - Persons of "Spanish Origin" represent the major ethnic group in the county at 5.8% In 1980, the majority of the persons of Spanish origin were residing and employed in the south county area. Approximately 210 Spanish origin individuals reside in the Mammoth Lakes area. (See Figure 36).

(1) 1980 Economic Market Analysis Division Report, Federal Department of Housing and Urban Development (HUD).

FIGURE 36

ETHNIC POPULATION⁽¹⁾ OF MAMMOTH LAKES

	<u>Number</u>	<u>Percent</u>
White	4117	99%
Black	--	--
American Indian	36	1%
Eskimo & Aleut	--	--
Asian & Pacific	--	--
Islander	--	--
<hr/>		
Spanish Origin ⁽²⁾	210	5.8

(1) Source: 1980 Census, ZIP Code Summary for Mammoth Lakes.

(2) Spanish Origin not contained within racial breakdown figures as persons of Spanish Origin are counted as 'Spanish Origin' regardless of race (could be white, black or indian).

Although the number of Native Americans in the County has increased since 1960, the proportion relative to total county population has declined from 5.6% in 1960 to 3.9% in 1980. In 1970' 31.1% of the American Indians were living in the Bridgeport Valley, 27.9% in Antelope Valley, and the remainder in Lee Vining/Mono City or in June Lake. The federal government provides housing for 60 families. Assuming the county average of 2.35 persons per dwelling unit, adequate housing is being provided for almost 75% of the County Native American population.

Handicapped/Disabled - In 1970, there were 94 handicapped and disabled persons in Mono County. In 1981, 59 handicapped were receiving aid. No information is available as to the nature of housing occupied by these residents. The Inyo Mono Association for the handicapped indicates that very few disabled reside in Mono County, and that a suitable residential facility is located in Bishop. Indirect indicators of the handicapped and disabled in the Mammoth Lakes area are those identified as having work disability and public transportation disability. In 1980, within the 93546 Zip Code Area, 159 individuals had a work disability of which 49 are prevented from working.(1) 54 had a public transportation disability, 44 between ages 16 and 64 and 10 over the age of 65.

Any low and moderate income handicapped residents ultimately identified in Mammoth Lakes should have rental assistance made available to them and any handicapped housing assistance programs extended to them through the designated community action agency.

Persons in Group Quarters - Group quarters are living situations where kitchen, perhaps bath and food are shared such as in a boarding house. The 1980 U.S. Census indicated 63 individuals residing in group quarters. This number is not fully indicative of the seasonal residents requiring or utilizing group quarters. Please refer to housing need discussion.

Female Heads of Household and Large Families - In 1980, 78 households or 6.1% within the 93546 Zip Code Area were households with a female head. In 1981, a California State Housing Hearing held in Mono County indicated that female household heads in the Mammoth Lakes vicinity are experiencing difficulty in obtaining adequate housing.(2) Ten percent of the families in the County were identified as large in 1980.(3) Large families and female headed households needing affordable housing should be assisted by the Town of Mammoth Lakes policies to retain and improve existing housing stock, as well as to facilitate the provision of affordable housing.

(1) ZIP Code Summary

(2) p. III - 36, Mono County Housing Element.

(3) 1980 Economic Market Analysis Report, HUD.

Overcrowding and Overpayment - There is no consensus as to the extent of overcrowding in Mammoth Lakes. According to the 1970 census, less than 12% of all households were experiencing overcrowding. Since then, the number of persons per permanent household has declined, indicating that overcrowding may not be a problem in Mammoth Lakes. Overpayment is defined by the state for owner-occupied units as payments exceeding 33% of household income. For renters, overpayment would be more than 30% of monthly household income.

A recent study(1) of housing needs for Mammoth Lakes, however, identified an existing housing shortage within the low to moderate income range, and an availability of housing in the higher price ranges. The analysis suggests that low to moderate income households will occupy the more expensive units and either overpay or overcrowd the unit. Both overcrowding and overpayment are primarily the concerns of the rental housing market. Both overcrowding and overpayment can have an adverse effect upon the economy of the Town. Overcrowding can reduce housing value because of wear and tear on the units. Overpayment and overcrowding can result in other households being unable to secure an affordable unit within the Community. A detailed survey and analysis of existing housing demand and possible overpayment and/or overcrowding should be completed as part of the implementation of a comprehensive housing program for Mammoth Lakes since the recent study did not adequately address these issues.

(1) Mammoth Lakes Housing Needs Study, 1984

Housing Needs Assessments

The Housing Needs Assessment Section summarizes the specific types of needs for housing in the Community of Mammoth Lakes. Household composition, income and needs are discussed, analyzed and quantified where possible. The community profile information presented in the Population Characteristics Section and the household composition, income and special needs discussion below, provides the background information to determine housing needs.

Existing Household Composition and Income - The Community of Mammoth Lakes has a permanent resident population and a seasonal resident population who live and work in the community only part of the year:

- o Permanent Households - Approximately 73% of permanent residents are employed either part-time, seasonally or full time. Approximately 25 percent of winter seasonal jobs, and nearly all off-season summer jobs are held by permanent residents. A study of housing needs of the Mammoth Lakes Community prepared in 1984(1) estimated median income levels by household type. As shown in Figure 37, permanent residents have higher estimated household incomes than seasonal households.

The majority of permanent households, about 75%, are estimated to have two to three people and a median income of \$1,600 to \$2,600 per month. Presently households having an income of \$1500 or less per month are considered low income households and moderate income households are those earning from \$1500 to \$1958 per month.(2)

- o Temporary Seasonal Households - Individuals in this category reside in Mammoth Lakes primarily during the winter season, as off-season jobs are largely filled by permanent residents.(3) On the average approximately 1,150 temporary seasonal workers presently require housing (see Figure 38). However, the estimated peak number of temporary winter seasonal employees presently seeking employment is 1,300. This peak number is anticipated to increase to approximately 3,300 winter seasonal employees when 32,000 skiers-at-one-time (SAOT) are achieved.

(1) Mammoth Lakes Housing Needs Study, Earth Metrics, Inc. 1984.

(2) Farmers Home Loan low and moderate income levels for Mono County.

(3) Earth Metrics, Inc., 1983.

The existing average number of temporary winter seasonal households are estimated to range between 418 and 492. In the future, approximately 926 temporary seasonal households are anticipated when the number of skiers-at-one-time (SAOT) reaches 37,000. (See Figure 39).

Present estimated household incomes by household size for seasonal workers are shown in Figure 37.

FIGURE 37

HOUSEHOLD MEDIAN INCOME LEVELS⁽¹⁾

<u>Household Size</u> (Number of Persons)	<u>Permanent Household⁽²⁾</u>	<u>Seasonal Households</u>
1	\$1000/Month	\$ 800/Month
2	\$1600/Month	\$1400/Month
3	\$2600/Month	\$2150/Month
4+	\$3200/Month	\$3500/Month

EXISTING PERMANENT HOUSEHOLD COMPOSITION⁽¹⁾

<u>Household Size</u> (Number of Persons)	<u>% Permanent Households</u>	<u>Total Households</u>	<u>Total Persons</u>
1	10	185	185
2	40	750	1500
3	35	655	1965
4+	<u>15</u>	<u>270</u>	<u>1350</u>
	100%	1860	5000

(1) Source: Earth Metrics, 1983

(2) Permanent households are defined as the size of a given group.

FIGURE 38

EXISTING AND ESTIMATED FUTURE EMPLOYEES BY RESIDENCY STATUS

<u>Seasonal Employment Status</u>	<u>Present (1) Estimated Employed Persons</u>	<u>Future (2) Employed Persons Based on 24,000 SAOT</u>	<u>Future (2) Employed Persons Based on 32,000 SAOT (3)</u>
Seasonally Employed Year Round	425	600	800
Seasonally employed nearly Year Round	115	163	213
Average Winter Seasonal Employees			
Temporary	1,150	1,625	2,166
Permanent	375	530	707
	<hr/>	<hr/>	<hr/>
TOTAL -	1,525	2,155	2,873
Peak Winter Seasonal Employees			
Temporary	1,300	1,836	2,448
Permanent	450	636	848
	<hr/>	<hr/>	<hr/>
TOTAL -	1,750	2,472	3,296

(1) Source Earth Metrics, 1983

(2) Based on projected employment assuming 17,000 SAOT basis for Earth Metrics projections.

(3) Based on downhill skiers only

FIGURE 39

ESTIMATED TEMPORARY SEASONAL HOUSEHOLD COMPOSITION⁽¹⁾
(WINTER)

		Existing				2005 (2) F u t u r e		
<u>Household Size</u> (Number of Persons)		<u>% All Seasonal Households</u>	<u>Average Estimated # of Households</u>	<u>Average Total Winter Temporary Employees</u>	<u>Peak Estimated # of Households</u>	<u>Peak Total Winter Temporary Employees</u>	<u>Maximum Estimated # of Seasonal Households</u>	<u>Maximum Total Winter Temporary Employees</u>
123	1	10	42	42	48	48	92	92
	2	35	146	293	166	331	312	623
	3	40	167	503	189	567	355	1067
	4+	<u>15</u>	<u>63</u>	<u>313</u>	<u>89</u>	<u>354</u>	<u>167</u>	<u>666</u>
	Total -	100	418	1150	492	1300	926	2448

(1) Based on p. 2.8 and p. 2.9 of Mammoth Lakes Housing Needs Study.

(2) Based on future maximum downhill skiers at one time of 32,000.

Existing Housing Need - Figure 41, indicates the estimated availability of units in 1985 to serve the needs of both seasonal and permanent households. Over two-thirds of all residential units or approximately 3,629 units in 1985 in Mammoth Lakes are daily or weekly rental units, or are occupied occasionally by an absentee owner. This leaves approximately 2,571 units to serve seasonal and permanent housing needs.

The present permanent households requiring housing are estimated to be 1860, (see Figure 37) and the existing estimated peak number of seasonal employee households are 492, for a total household requirement of 2,352. This is within the estimated 2,571 units available for permanent residents and seasonal employees. While available units appear to accommodate existing housing requirements, the available units do not necessarily match household needs or income levels. Please refer to the Housing Requirement Section.

Future Housing Need - As discussed in the Population Trend Section and in the Land Use Element, the Town of Mammoth Lakes is projected to increase to approximately 48,000 to 52,000 Persons At One Time (PAOT), based upon a projected 32,000 Skiers At One Time (SAOT). Both major commercial development and Ski Area expansion planned for the Community over the next 20 year period will bring increased employment and demand for more affordable housing.

In the next 20 years, the permanent population of the community is anticipated to increase from 5000 to 8000 persons. Approximately 750 permanent residents will need housing during the next five years. Based on an average occupancy of 2.7 persons per permanent household, approximately 278 units will be required.

Expansion at the Mammoth Mountain Ski Area (MMSA) will increase the facility's present employment level of 1,100 employees, to up to approximately 2,290 employees. The majority of the employees at the ski area are seasonal and require affordable rental housing. The Mammoth Mountain Ski Area has 60 units of employee housing which houses up to 120 employees. No additional housing for temporary employees is presently being permitted by the U.S. Forest Service at MMSA. Consequently, the majority of seasonal MMSA personnel will be housed in urban part of Mammoth Lakes. Similarly, if development of the Sherwin Bowl Ski Area occurs, it will result in the employment of approximately 475 additional seasonal employees which will in turn require the provision of additional affordable rental housing.

The projected commercial development in Mammoth Lakes, discussed in the Land Use Element, will also increase the need for employee housing and increase affordable housing demand. Based on an increase of up to a total of 940,000 square feet of commercial

development, approximately 1,205 to 1,526 commercial employees will require housing(1) in the next 20 years or about 300 to 380 within the next five years.

(1) Based on 67 employees per 50,000 square foot of commercial area as experienced in Colorado Ski Resort towns.

Housing Characteristics

Housing Supply - The Community of Mammoth Lakes is relatively isolated geographically. Those employed in Mammoth Lakes must, therefore, rely primarily on the local housing supply for housing. Between 75 and 90 percent of those employed in and near Mammoth Lakes reside in the Town. Other employees reside in Crowley/Hilton, June Lake, Bridgeport, Lee Vining and Bishop.

The estimated number of existing residential units in the community are shown in Figure 40. Condominiums comprise the majority of the Town's housing stock, (approximately 66 percent), while single family units comprise approximately 21 percent. Two and three bedroom units make up at least 58% of all housing stock in the community, primarily because of the number of condominiums of this unit size.

Figure 41 indicates that approximately 2,571 units are presently available to house permanent residents and seasonal employees.

Housing Condition -

The majority of the housing units in Mammoth Lakes are relatively new, as indicated in Figure 42. Only approximately 212 housing units were constructed in the Mammoth Lakes area prior to 1950. Despite the relative youth of the housing stock, there are a number of substandard units requiring rehabilitation or replacement. Approximately 291 units need replacement or rehabilitation. The majority of the units, 243, are maintenance deficient and need minor rehabilitation work, including painting and minor structural repairs such as roof damage repair. Approximately 44 units require major rehabilitation, for serious structural problems such as foundation repair and replacement. Only four units have problems so severe that the cost of repairing structural deficiencies exceeds the value of the building.

Housing Costs - During the last ten years, housing costs in Mammoth Lakes escalated at the inordinate rate of approximately 336%.(1) The average sales price for a residential unit in Mammoth Lakes is significantly higher than housing prices elsewhere in the County. (See Figure 43). A second major factor in housing costs in Mammoth Lakes is the high cost of land. A 7500 square foot lot may cost from \$40,000 to \$200,000.(1) Monthly rentals in Mammoth Lakes reflect average rental costs at seasonal resort areas in California. A one bedroom condominium rents for approximately \$500-600 per month, a two bedroom

(1) Ayers, 1984

FIGURE 40

EXISTING HOUSING⁽¹⁾ COMPOSITION

<u>UNIT TYPE</u>	<u>1-BR⁽²⁾</u>	<u>2-BR</u>	<u>3-BR</u>	<u>4-BR</u>	<u>UNDETERMINED BR</u>	<u>TOTAL</u>
Single Family	65	425	524	295	31	1340
Condominium	975	1420	1015	648	62	4120
Multi-unit	10	38	38	13	38	488
Mobile Home	<u>13</u>	<u>52</u>	<u>58</u>	<u>7</u>	<u>122</u>	<u>252⁽³⁾</u>
TOTAL	1063	1935	1635	963	604	6200

(1) Based on Mono County data 1983, and recent housing data, Town of Mammoth Lakes.

(2) A loft area is assumed to be one-bedroom, and a studio unit counts as single bedroom unit.

(3) Mobile home estimate is assumed to be high, considering phase out and condition of some mobile homes/sites.

FIGURE 41

ESTIMATED RESIDENTIAL UNIT AVAILABILITY(1) (1985)

<u>Unit Type</u>	<u>Owner Occupied Permanent Residents</u>	<u>Monthly or Longer</u>	<u>Day/Weekly Rent or Absentee Owner</u>	<u>Total Units</u>
Single Family	307	762	271	1340
Condominium	552	272	3296	4120
Multi-Unit	208	228	52	488
Mobile Home	<u>116</u>	<u>126</u>	<u>10</u>	<u>256</u>
	1183	1388	3629	6200

Total available units: 2571

(1) Based on 1983 occupancy information from Mono County, 1983, Earth Metrics, 1983 and 1985 housing types.

FIGURE 42

AGE OF YEAR ROUND UNITS⁽¹⁾ IN MAMMOTH LAKES AREA

<u>Year Built</u>	<u># of Units</u>
1939 or earlier	94
1940 - 1949	118
1950 - 1959	241
1960 - 1969	1060
1970 - 1974	2058
1975 - 1973	1031
1979 - March 1980	949

SUBSTANDARD UNITS IN MAMMOTH LAKES⁽²⁾

	<u>Minor Rehabilitation Required</u>	<u>Major Rehabilitation Required</u>	<u>Replacement Required</u>	<u>Total Substandard Units</u>
Units ⁽³⁾	243	44	4	291
% of Total sub- standard	84%	15%	1%	100%
% of Total Housing ⁽⁴⁾	4%	0.7%	--	6%

(1) ZIP Code Summary, 1980 Census. Local jurisdictions not keeping current figures.

(2) Source: Image, 1981, Mono County Housing Element, 1981.

(3) Based on 1981 Substandard Units unit total of 5248.

(4) Based on 1985 unit totals of 6200.

condominium rents for about \$700-800 per month and a three bedroom condominium for about \$1000 per month. Single family three and four bedroom homes rent for approximately \$1100 and up per month. (1) Apartments rent for about \$325 for a studio, \$350-375 for a one bedroom, and \$500 for two bedroom. (2)

Although mobile homes in Mammoth Lakes can be purchased for \$20,000 to \$30,000, or rented for \$125 to \$200 per month, some mobile home parks have been targeted for or have been converted to other uses nearly eliminating the supply of mobile homes for alternative housing.

Vacancy Rates - Standard vacancy rates for a destination resort such as Mammoth Lakes can be deceptive. Vacancy figures represent the percentage of all housing units which have been vacant for at least six months. The vacancy rates do not reflect that approximately two-thirds of the units in Mammoth Lakes are only available for short-term rentals(3) or are owned by absentee owners, and may be vacant or not available for occupancy by permanent or seasonal employees. For example, Mammoth Lakes comprises the bulk of the county-wide vacancy rates, which have run between 55% and 59% over the last 12 years.(4) However, vacancy rates within the Town itself have been estimated to be as low as zero during the winter season and 3% during the non-winter periods,(5) for units available for purchase or by-month rental.

(1) Preliminary rental information, Mammoth Realty and Reservation Service, 1984

(2) The Rental Place, 3/87

(3) Mono County Housing Element, 1981

(4) p. III-24 Mono County Housing Element

(5) p. 3-2, Mammoth Lakes Housing Needs Study, 1984

FIGURE 43

COMPARATIVE HOUSING COSTS⁽¹⁾

Mammoth Lakes	150,000 ⁽²⁾
June Lakes	87,500
Bridgeport Valley	72,500
Antelope Valley	56,500
Long Valley	85,000
Benton/Hammil/Chalfant	67,500
County-wide	121,550

(1) Based on Mono County Assessor's Office Information, County Housing Element, 1981. More current figures not available.

(2) This single family unit sales figure may be slightly different. Present average listings are \$194,000. The actual average sales price will be less. Listing prices presently vary from \$69,000 to \$650,000(1) - with several listed in the \$400,000 to \$550,000 range.

Existing and Future Housing Requirement

Fair Share of Regional Need

In compliance with the State of California requirement that a community accommodate its share of the regional housing need, regional governments are to assess both regional needs(1) and the local housing share. As Mammoth Lakes does not lie within a regional government jurisdiction, the State of California, Department of Housing and Community Development (HCD) is required to prepare a Regional Housing Needs Plan which estimates the Town's share of the regional housing need. The HCD recently prepared a Draft Housing Needs Plan and allocation for Mammoth Lakes community.(2) The Plan calls for the construction of 387 affordable units in Mammoth Lakes by July 1992. This construction need estimate was largely based upon population information reflected in the 1980 census. This estimate, therefore, may not fully reflect the seasonal employee housing need, nor fully reflect the high number of second home and short term rental units not available for occupancy by permanent residents and seasonal employees.

As discussed earlier, approximately 1860 permanent households presently reside in Mammoth Lakes (see Figure 37). After accommodation of the existing households, approximately 711 units remain to house the 492 existing estimated seasonal households.

While there appears to be a surplus of 219 units, there may be an actual deficit of units, as the available units may not match household sizes or income requirements, particularly of seasonal employees. (See Affordable Housing discussion). Preliminary assessment of future housing needed to accommodate the anticipated growth in permanent residents during the next five years, is approximately 278 units(3) and to accommodate additional seasonal employees is at least 109 units for a total of 387 units.

A detailed analysis of existing housing affordability, particularly for seasonal employees is needed to determine the exact number of seasonal employee units required currently and within the next five-year period.

It is proposed that the Town address existing and future seasonal employee housing problems by designating affordable housing sites, and adopting development incentives and as part of U.S.

(1) AB.2853 Article 10.6 Housing Elements, 65584(a).

(2) Discussion draft - Inyo and Mono Counties Housing Needs Plan, April 1985, HCD.

(3) Based on 5-year horizon permanent population increase of 750 residents at 2.7 persons/unit.

Forest land trade agreements. This and other programs for affordable housing are described in the following section.

Affordable Housing - While existing housing units can apparently house permanent residents and seasonal employees, overcrowding and overpayment may be occurring, as was indicated in the Mammoth Lakes Housing Needs Study.(1) A comprehensive employee salary and housing need analysis should be prepared to determine the exact extent of the existing affordable housing need.

Future community affordable housing needs are primarily affected by growth in seasonal ski industry employees and a certain percentage of employees of major commercial and residential development projects. Temporary seasonal employees are anticipated to increase from approximately 1,300 to approximately 2,448 employees in the next 20 years. This projected increase in seasonal employees will require a minimum of 434 affordable rental housing units, of varying sizes, as shown in Figure 39.

Additional commercial area employees which may require housing in the next 20 years range from approximately 1,205 to 1,526 employees. An analysis of how many of these additional employees will require affordable housing is required to determine the exact affordable housing need.

The Town of Mammoth Lakes is striving to meet the affordable housing requirements of the community by providing for one major affordable housing site within the community in the Shady Rest Planning District. The Shady Rest site may accommodate up to 300 units of affordable rental housing primarily for seasonal employees. Also, the Town is working with the owner to reestablish a mobilehome park which will provide sites for about 50 mobilehomes in the Old Mammoth District. These two projects alone could produce affordable housing for up to 945 individuals (350 units x 2.7 persons per unit) and, thereby, meet most of Mammoth's share of the regional housing needs within the next five years.

(1) Earth Metrics, 1984

Constraints in Meeting Housing Needs

In the development of a comprehensive housing program for Mammoth Lakes, constraints to housing development must be recognized. Certain constraints, such as the condition of the national economy, construction material and labor costs cannot be completely ameliorated by a local community's housing program. Others such as governmental constraints may be so addressed.

Non-Governmental Constraints - include the cost of developing housing such as land cost, site improvements, utility and construction expenses and housing financing, marketing and profit. Most of the costs, such as site improvements (including grading, utility provision, streets and sidewalks, and construction costs) cannot be directly effected by Town involvement. The Town of Mammoth Lakes can provide some relief in two areas to provide affordable housing - land cost and infrastructure.

- o Land Costs - The current cost of a 7500 square foot residential lot in Mammoth Lakes is approximately \$60,000. This basic land cost is the highest in Mono County. By comparison, the average sales price of a 10,000 square foot lot in Bridgeport is \$10,000. Lot costs in Mammoth Lakes have increased significantly since 1970 when a lot cost approximately \$8245. This represents an increase of 728%, which is almost double the average California land cost increase of 400%.⁽¹⁾ Due to the limited supply of private land in Mammoth Lakes, land costs will inevitably increase in the future. However, the current market value of land has stabilized after experiencing a deflation due to the statewide and national economic recession of 1981 - 1983.

In order to reduce land costs and ensure the continuing affordability of housing, the Town could monitor, and take advantage of, state and federal grants which would allow the purchase of land and the subsequent writing down of land cost to future developers of affordable housing. Please refer to the State and Federal Program discussion later in this Element. The Town can also increase the supply of affordable housing lots, through land exchanges with the U.S. Forest Service in which lots are designated in the Memoranda of Understanding (MOU) for affordable units.

- o Land Availability - The entire developable land base of the Town consists of less than 2,500 acres. This land is surrounded by the Inyo National Forest. Only limited amounts of land will be available through exchanges with the Forest Service for community expansion.

(1) p. V-1 Mono County Housing Element, 1981

Most of the private land base has been developed and the largest areas still undeveloped (Snowcreek and Lodestar) have approved master plans for development.

- o Infra-structure Cost - The Town can reduce the infra-structure cost for such improvements as streets, sidewalks, sewers and water lines, through the issuance of assessment bonds which provide lower interest financing than the developer would have been able to obtain if he had been required to install these improvements.
- o Climatic and Geologic Constraints - The Town of Mammoth Lakes is at an elevation of approximately 8,000 feet. Average annual snowfall in the Town is close to 200 inches and heavier winters are common. Because of this, structures in the Town must be constructed to support a roof load of at least 135 lbs. per square foot. This "live load" requirement is being reconsidered and, in all likelihood, will be increased for certain areas of Town where greater snow loads have been identified. These requirements add to the construction costs for all types of structures.

The large snowfall also affects the land area available for development. Snow must be removed from roads and driveways and must be stored adjacent to those areas. This means that the average residential street right-of-way includes 15 feet either side of the pavement for snow storage. As a result, streets in Mammoth Lakes require from 50 to 100 percent more land than comparable residential streets in areas where it does not snow. This further constrains the possible density of development in the community.

The eastern Sierra Nevada, like most of California, is seismically active. While there are no major active faults within the Town, the Town is close enough to active faults to be within a Seismic Zone IV. Therefore, building must be constructed with additional structural reinforcing. Again, this adds to the cost of construction in the Town.

- o Seasonal Demand Fluctuations - There is a large seasonal fluctuation in the workforce and in the demand for rental housing. Housing is relatively easier to find in the summer months and is often less expensive. If the winter demand were fully met, some units would be vacant during the off season and possibly up to six months of the year. To avoid major vacancy problems, developers must build fewer rental units than are necessary to meet the peak winter demand or charge enough during the periods of occupancy to cover the whole year's carrying costs.

- o Financing Cost - Other factors which increase the cost of housing include financing, marketing costs, profit, and property taxes. Interest rates have been extremely high, and had been the fastest rising component of the cost of housing, both for short-term construction loans as well as long-term mortgages. Loans increased from 9% during the mid 1970s, to 17% in 1981.

Recently, however, interest rates have decreased. Further, financial institutions have instituted creative financing techniques such as variable rate, renegotiable rate, graduated payment and shared appreciation mortgages, and owners have offered owner financed mortgages. While this has improved unit affordability, many low income Mammoth Lakes residents may not be able to afford to purchase housing.

The Town can offer some assistance to financing costs by: 1) participation in federal and state affordable housing finance programs, 2) possible formation of redevelopment districts, and 3) encouragement of local developers to participate in affordable housing programs and private affordable housing syndications particularly through the institution of incentives in the Town's Development Code.

- o Marketing Costs - Marketing of new housing and home resale can add 4 to 10% to the cost of housing with real estate fees ranging from 3 to 6% on resale. The Town would have difficulty in encouraging developers to voluntarily decrease marketing expenditures unless a more than adequate housing market and affordable financing could be demonstrated.

Over the years, housing resales and speculative ventures have increased original housing costs. Recently, however, Mammoth Lakes housing prices have stabilized, largely due an ample supply of units. Profit taking in any affordable housing project will of necessity be limited to cost of living or other applicable indices.

Property taxes cannot be considered a great constraint to affordable housing since the enactment of Proposition 13.

Local Governmental Constraints - Governmental constraints to housing development include land use regulation, infrastructure requirements, permit processing and fees, utility connection fees and building codes:

Land Use Regulation - Land use regulation in Mammoth Lakes was under the jurisdiction of Mono County until the Town incorporated in August, 1984. Until the Town adopts new plans and ordinances, the Mono County plans, policies, and codes remain in effect.(1)

Local government has three primary tools for controlling land use: the general plan, the zoning code(s) and the subdivision code. The County prepared an Area General Plan(2) for Mammoth Lakes in 1976 which modified county-wide development standards in order to better suit the community's needs.

The Mono County Zoning Code(3) established standards for the development of property including permitted uses, lot size, density, building height, setbacks, lot coverage, parking, etc. The County plans and the minimum lot size was a key factor in determining the cost of a residential lot. The county Single Family Residential Zone (R-1) allowed one dwelling unit for each 7500 square feet of land. Multiple family minimum lot sizes were raised in 1976 from 1700 to 2900 square feet of land area per unit in the Multi-Family Residential Zone (R-3) and from 2000 to 2900 square feet per unit in the Commercial highway zone (C-H). This increase in minimum lot size for multi-family development has increased land costs for affordable housing projects.

During the development of the Town of Mammoth Lakes General Plan, the minimum lot requirements for high density and resort land use designations were increased. The High Density Residential (HDR) designations have been assigned minimum square footage requirements ranging from 7260 square feet to 3630 square feet (6 to 12 dwelling units per acre) and the Resort (R) land use designation square footage requirements range from 7260 square feet to 5445 square feet (6 to 8 dwelling units per acre). While these minimum lot size requirements are greater than before, this plan proposes a policy of granting density bonuses to projects which provide affordable housing and other facilities and amenities. (See Residential Land Use section of General Plan Elements for discussion). A density bonus system will be included in the Town's Development Code which, in part, will encourage the provision of affordable housing units.

Other County Ordinances presently in place to assist affordable housing development and preservation include:

- o An Affordable Housing Zone (Ord. 81-397-4) - which allows one owner or renter occupied dwelling unit per 1,800 square feet of land or one mobilehome for each

(1) The Town has adopted the County Ordinance by reference.

(2) Known as the Monoplan IV

(3) Title 19

4300 square feet of land area. The ordinance allows lands acquired through land exchanges with the U.S. Forest Service or other means, which are to be used for affordable housing, to be appraised at below market value. Lands under the A-H designation can be developed by either the Town or private parties. The intent of the zone is to reduce development land costs for affordable housing and to facilitate the provision of perpetually affordable units.

- o Rental Housing Overlay Zone (Ord. 80-397-U) - allows development of one apartment for each 1800 square feet of land area as long as the units remain rental in perpetuity.
- o The Factory Built Housing Overlay Zone (Ord. 81-397-BB) - allows use of factory built and mobile homes in single family areas. Use of conventional mobile homes in Mammoth Lakes are not entirely practical, however, due to the heavy snow conditions in the community. Guaranteed snow removal from roof areas, or roofed-over mobile homes are required to make mobile home use feasible. Factory built homes may be useable, as long as they are designed to accommodate snow loads.
- o Conversion of Residential Housing Ordinances (Ord. No. 81-449 & 82-499A) - require the property owner to obtain a use permit and provide sufficient notice to tenants when seeking to convert existing mobile home and rental units.

These ordinances will be reviewed and updated as the Town implements the Housing Elements' goals and policies through the development of requirements and criteria in the Town's Development Code.

Subdivision code requirements which are intended to protect the health, safety and welfare of Town residents, also increase residential development costs, making affordable housing difficult to achieve without non-conventional financing or rent subsidies. Subdivision requirements include provision of: 1) adequate access, 2) water supply and sewage, 3) appropriate grading, 4) drainage improvements, 5) possible undergrounding of utilities, and 6) possible dedication of land or in-lieu fees for public facilities.

Infra-structure - Infra-structure requirements in Mammoth Lakes can be a constraint to the development of affordable housing:

- o Storm Drainage - The present storm drainage system is incomplete and could impede housing development, depending on the developments location. A new Storm Drainage Master Plan was completed in November 1984, which sets forth a program for system improvement. Residential projects are required through goals and

policies in the General Plan to provide storm drainage improvements in accordance with the Storm Drainage Plan.

- o Water - All housing projects are required to supply on-site water service facilities and may be required to supply off-site improvements in areas in which the water supply system is insufficient and/or not present. The community water supply is limited and may constrain the development of all housing projects (please refer to the Land Use Element). Further, the Mammoth County Water District charges a relatively expensive water and sewer hook-up fee for each unit, which increases the development costs.
- o Sewer - In the past, sewer connections were limited to 400 permits per year due to sewage processing facility constraints. Presently, improvements to the sewage facilities are being made and connection permits will be issued commensurate with these improvements (please refer to the Land Use Element).

The Mammoth Lakes General Plan sets forth goals and policies to assure utilities and other infrastructure are in place to serve proposed development. These policies could continue to add infrastructure costs to housing project costs.

Administrative Processing - Regulatory delays in permit processing have been associated with increased housing cost. An article in the California Journal(1) has reported that each month's delay adds 1.5% to 2% to the purchase price of a home. The article also indicated that the average lead time for a housing project in California is 2.5 years. Administrative processing under Town procedures for a land division with minimal problems received tentative approval in 2 months and final approval within 4 months of the initiation of project processing. Environmental procedures, either Negative Declarations or Environmental Impact Reports can add up to 6 months to processing times. Final building plans must be submitted and reviewed. A building permit is generally issued 2 weeks after the submittal of a complete plan packet to the Town. While these processing requirements are time consuming, they are reasonable compared to other jurisdictions.(2) The Town of Mammoth will be closely reviewing project processing procedures during the preparation of the Town's own Development Code to assure that the project review procedures are streamlined, particularly for affordable housing projects. (Please refer to the goals and policies at the end of this element).

(1) According to the Mono County revised Housing Element, December 1982, page V-6.

(2) P. B-7, Mono County Housing Element.

Fees and Exactions - Fees collected by the Town for processing subdivisions, use permits, etc., are lower than similar fees collected throughout the state, according to a state-wide planning department fee survey.(1) Other fees collected by the Town and other entities include:

- 1) Building Permit Fee - based on total structure value
- 2) A Plan Check Fee - representing 65% of the building permit fee
- 3) A Strong Motion Instrumentation Program Fee (SMIP) - based on California program.
- 4) An Advanced Planning Fund Fee - based on square footage of gross building area.
- 5) A Public Works Department Fee - based on the number of parking spaces (2 spaces per each residence).
- 6) Mammoth Unified School District Fee - based on the square footage and type of use.

This fee structure is being reviewed by the Town during the development of the Town Development Code. The following code requirements also add to housing costs:

Building Codes - the following codes were enforced by the County and now are enforced by the Town of Mammoth Lakes:

- 1) Uniform Building Code
- 2) Uniform Mechanical Code
- 3) National Electric Code
- 4) Title 25 of the California Administrative Code, and
- 5) Title 24 of the California Administrative Energy Code.

These codes established the basic design and permit requirements for the Town of Mammoth Lakes. Additional requirements and standards include seismic, soils, snow load, energy conservation, and noise control standards. The enforcement of these regulations provides structurally safe, energy efficient housing, and soundproofing consistent with existing codes.

The Town of Mammoth Lakes has the capacity to provide incentives to housing production through innovative measures in the Towns Development Code, utilization of state and federal affordable

(1) Mariposa County Planning Department Fee Survey, p. V-7, Mono County Housing Element.

housing programs and affordable housing syndications. These incentives and programs can outweigh the constraints to housing production outlined above.

Inventory of Land Suitable for Residential Development

There are presently sufficient and suitable sites to accommodate the housing units needed currently and over the next five year period. The sites however, may not be at a price affordable to those needing housing.

A summary of vacant land available for the development of housing units in each Planning District (see the Land Use Element) shows that an adequate number of vacant sites are available. It should be noted, however, that the cost of land and conventional financing will place most newly constructed units in Mammoth Lakes in the above moderate income range.

The short supply of affordable land to develop housing is currently being addressed through a land exchange with the Federal Government. An exchange property is being considered for affordable housing purposes. Figure 48 presents a specifically planned location for affordable residential units in Mammoth Lakes. The Shady Rest area is designated an affordable housing site in Mammoth Lakes. Approximately 300 affordable rental units are planned for the Shady Rest Site. The remaining affordable unit demand will be met with the following measures, which are described in greater detail in the affordable housing, implementation and goals and policy section of this element:

- Density bonus incentives in the Town Development Code
- Granny Flat ordinance
- Provisions of affordable units for employees or in-lieu fees by the ski area developers through requirements in the Town Development Code
- Usage of federal and state housing programs, and
- Encouragement of private housing syndications to provide affordable housing.

Presently, there are approximately 830 single family lots available for development. Of these, approximately 600 are adequately served by roads and utilities. Another 125 have utilities readily available but are served by substandard roads. The remaining lots have neither adequate road access nor ready access to utility service.

100 more lots have been approved and should be available for sale by late 1987. These lots will be fully served by roads and utilities.

There are approximately 70 multi-family lots available for development. Because this general plan has removed one of the major disincentives for affordable units (lack of flexibility in the size of units versus number of units), more of these lots should be developed with units which are more affordable.

Quantified Objectives

The October 1985 Inyo and Mono Housing Needs Plan prepared by the California Department of Housing and Community Development identified the Mammoth Lakes share of the regional housing need as being 613 households by 1995. The breakdown of the needs is shown as follows:

<u>Income Group</u>	<u>1995 Additional Need</u>
Very Low (<50% Median)	136
Other Low (50 - 80% Median)	135
Moderate (80 - 120% Median)	116
Above Moderate (120% + Median)	226

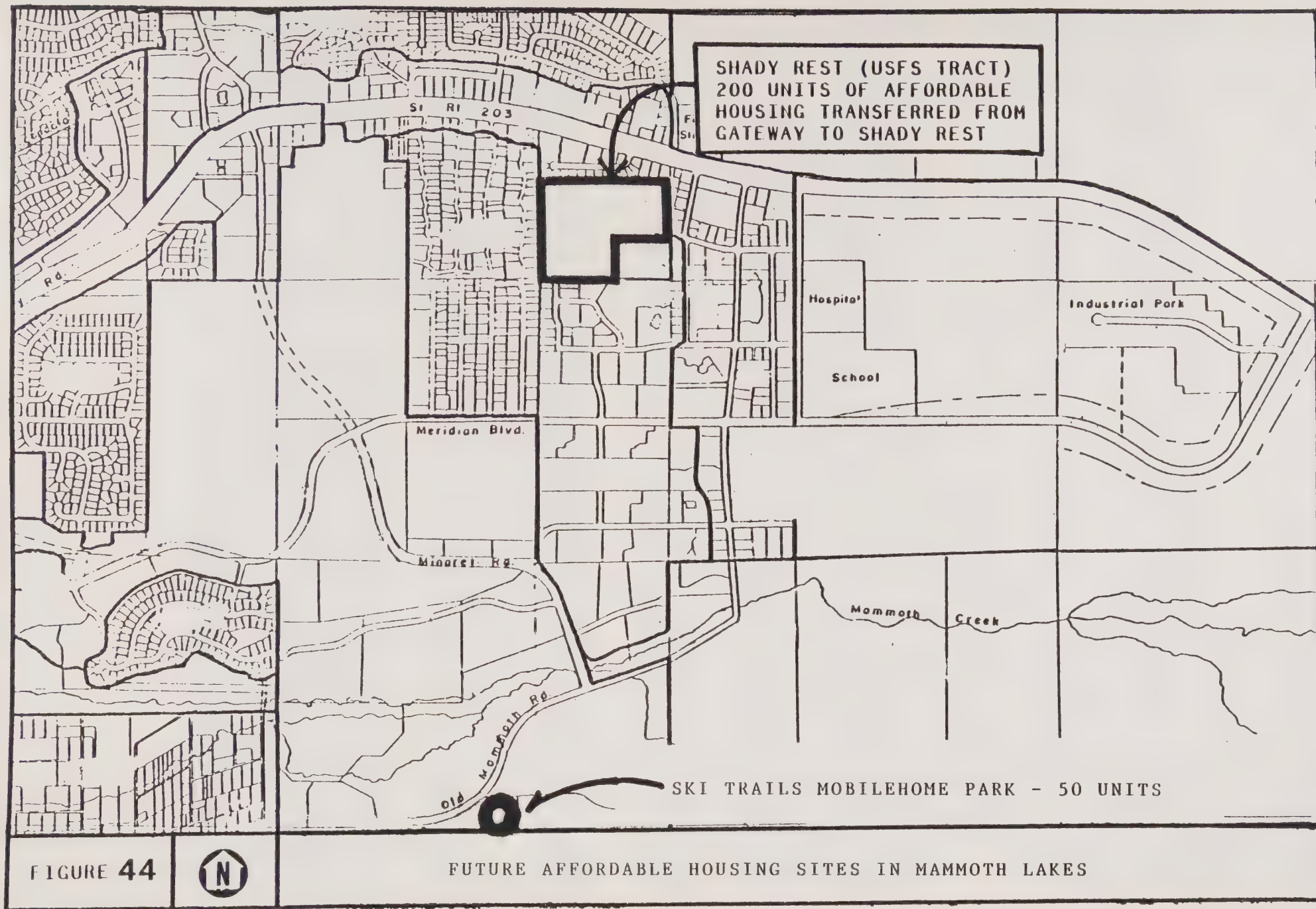
The current level of multi-family development and the number of available single family lots provides a range of housing adequate to meet the need identified for the above moderate households (rent of \$675 + per month or payments of \$810 + per month).

The needs of the other income groups will have to be met on a more limited number of sites. However, there is sufficient land to meet the identified need.

Development of the Shady Rest Tract will result in the development of about 300 affordable rental units. Construction of these units is scheduled to begin in conjunction with the sale of lots in the Gateway Estates.

With Shady Rest and the areas designated for High Density Residential use, there are sufficient sites to provide more than the 387 additional affordable units necessary by 1995. The Town will monitor annually the numbers of new units in each category and the actual demand. Should the programs and procedures implemented not provide housing commensurate with the demand, the Town may have to provide direct subsidies or implement other measures to encourage the provision of affordable housing.

As the major special housing need group in Mammoth Lakes has been identified as the seasonal worker, extra attention must be paid to this group. Mammoth Mountain Ski Area had plans for employee housing near Base I. These plans could never be implemented because Forest Service policy prohibits that type of residency on National Forest Lands. The Town must work with the Forest Service and the ski area(s) to assure that provisions are made for the housing of seasonal employees in conjunction with any further ski area development.



General Implementation Techniques

There are a number of ways the Town of Mammoth Lakes could promote the construction of affordable housing including both local programs and federally and state funded programs.

Local Methods - The Community has the ability to create a favorable climate to stimulate the construction of affordable units. The methods available include:

- o Zoning and Land Use Regulation - The Town can insure that an adequate number of sites are zoned for housing. Additionally, the Town can encourage: 1) Major commercial, industrial and commercial recreation developers, to provide affordable employee housing, and 2) housing developments to provide affordable housing units through density bonus and other incentives in the Town Development Code.

The rigid unit definition in the existing zoning ordinances encouraged the construction of only large units. By defining units in terms of numbers of sleeping areas, there is the flexibility to build the type of unit which the market demands. Also, there is an incentive to build more smaller rental units. This more accurately reflects the current demand.

- o Second Units and Granny Flats -A 1982 state law (G.C. Section 65852.2) requires cities to address the need for construction of second dwelling units on single family lots. These units can help provide housing primarily for elderly and low income persons since the state law requires them to be for rental and not for sale purposes. The units can also provide additional income benefits to the property owner.

The development of second units in Mammoth Lakes may be a beneficial addition to the housing stock. The Town should create a second unit ordinance for appropriate areas in order to insure that equal standards and appropriate design requirements are used community-wide.

In the preparation of a Second Unit Ordinance, the Town should seek to achieve increases in density without changing the single family nature of neighborhoods. Also the Town should analyze various neighborhoods to determine appropriateness for second units. Areas with traffic problems, street width or lot size constraints should not be designated for second unit development. Additionally, the Town should consider seeking second unit financing now available from the State Housing Finance Agency (see Figure 45).

- o Mixed Use Housing - The allowance of residential housing in commercial areas would provide affordable housing for three special needs households: 1) the elderly who cannot afford a separate unit but still need access to services and shopping 2) employees who work in the area, and 3) new business owners who would like to combine business and home rental.

Residences in commercial areas can be constructed inexpensively, as commercial structures may be expanded to accommodate living units without significant cost. Additionally, persons residing in commercial areas can help make commercial centers more welcoming places at night and can help attract additional business. Also, the creation of employee housing in proximity to places of work would reduce commuting.

- o Processing Fee Reduction - In order to facilitate the processing moderate income housing projects, the Town will either waive or reduce plan processing fees where appropriate. Additionally, the Town should encourage the Mammoth County Water District to consider reducing sewer and water connection fees for affordable housing units.
- o Land Write-Downs - The Town of Mammoth Lakes may purchase land through use of grant funds, which then can be offered at decreased cost and leased to developers (both profit and non-profit) who agree to construct affordable housing. The Town would require long-term guarantees to avoid speculation, and to assure the affordable housing would benefit the intended income group. Requirement that the rent would be set at an affordable level or purchase of units through a limited co-op would help achieve this. As discussed earlier, land is expensive in Mammoth Lakes, so land should be acquired through trades with the U.S. Forest Service and through bargain sales. A bargain sale involves requesting a corporation or individual landowner to sell the property for less than market rate or donate it, and write-off the loss on taxes. Maximum tax benefit is gained by owners donating land or money to non-profit groups or government agencies.
- o Cooperatives - A housing cooperative is a non-profit group that is formed by a group of individuals who decide to buy the rental building they reside in or to build a group of homes. Through housing cooperatives, residents receive all the benefits of home ownership. Presently the state Housing Finance Agency has a self-help housing program which provides technical assistance and a low interest loan program. The Town could assist such groups by providing potential cooperative members information about the program and by providing lower cost land through write-down

programs.

- o Community Development Corporation- One way for a community to participate in the creation of housing cooperatives is by assisting the development of a Community Development Corporation (CDC). CDCs are non-profit or profit-making corporations directed by local residents. CDCs can encourage joint ventures between the Town and the private sector. The Community may channel funds for housing through the corporation, which may be leveraged through the private sector.

A CDC can serve as an umbrella to a number of related firms which assist the CDC activities, such as construction or job training firms. If the CDC works in conjunction with the Town, city representatives should sit on the CDC board.

- o Municipal Bonds - Through the use of the redevelopment process, municipal bonds could be issued to finance mortgages, establish revolving loan funds or other housing assistance programs. Assessment District Bonds also could be used for financing municipal improvements, such as streets and sidewalks and other public utilities and facilities.
- o CDBG Funds - Community Development Block grants could be used for housing. While cities are not allowed great discretion in use of CDBG funds, the intent of the fund to provide decent housing and a suitable living environment for persons of low and moderate income can be used to apply the funds to housing projects.
- o Municipal Mortgage Insurance - The Town of Mammoth Lakes could create an agency or arrange for a private insurance agency to provide mortgage insurance similar to that provided by FHA and VA insurance. A cash reserve fund would be needed to meet defaults obtained through CDBG or a bond issue. Upfront money is needed for a loan indemnification fund to secure loans by local banks.
- o Construction Loan Fund - The City could combat high construction financing interest rates by establishing an interim construction loan fund and by aiding construction firms in setting up construction financing, including the use of government construction loan funds. This could be accomplished through a community development corporation discussed previously. Construction costs also could be cut by fast tracking the project review and approval process for projects providing affordable housing.

- o Affordable Housing Syndications - Private or non-profit sponsors can bring in substantial capital for housing rehabilitation and affordable housing (low and moderate income housing) projects. The Town should investigate the use of syndication for affordable housing projects, particularly for seasonal employees. Seasonal employers could provide needed housing, while receiving the benefits of syndication housing investment.

The Town's housing program as contained in the Housing Element of this Plan will include density bonuses and other incentives in the Town Development Code, and the designation of Shady Rest as an affordable housing site. The Town will expand this program to include additional approaches based upon a review of the other available methods for providing affordable housing for the community.

- o State and Federal Programs - While the number of available state and federal programs have declined in recent years, there are a number which the community may wish to utilize to provide additional affordable housing in the community. Figure 45 presents a summary of existing State housing programs available through the State Housing and Community Development Department and State Housing Finance Agency. Federal housing programs are not presented because their continuing status is unknown.
- o Redevelopment District - A redevelopment district could be formed encompassing a multiplicity of the methods identified above all geared to the provisions and maintenance of affordable housing units within the community. Programs available through a redevelopment district include complete replacement of existing land uses, rehabilitation of existing uses and structures appropriate for restoration and conservation of compatible land uses.

FIGURE 45

SUMMARY OF APPLICABLE STATE FUNDING SOURCES FOR HOUSING

<u>STATE</u>	<u>PROGRAM/ACTIVITY</u>	<u>TYPE</u>
Housing Finance Agency	<u>80-20 Program</u> - which provides housing finance and mortgage assistance to 20+ unit multi-family projects providing 20% affordable housing.	Financing mortgage assistance
	<u>Single Family Bond Issue Program</u> - providing 99% loans once developer gets a takeout commitment. Applies to single family and condominium projects.	Financing
	<u>Second Unit Loans</u> - Low interest loans to \$17,500 to construct 2nd units.	Mortgage assistance
	<u>Self-help Housing</u> - Provides technical expertise to private housing cooperative groups. Write down land and low interest loans.	Mortgage and expertise assistance
	<u>Rental Unit Construction Loans</u> - For up to 19 unit projects. Financed through bonds let once per year.	Financing
State Department of Housing and Community Development	<u>Deferred Payment Rehabilitation Loan Program</u> - Deferred loans for low and moderate income homeowners and renters. Local government and non-profit corporations are eligible.	Mortgage assistance
	<u>Special User Housing Rehab Program</u> - Deferred loans for acquisition and/or rehabilitation of rental housing for low income persons. Applies to resident hotel preservation and elderly/handicapped apartment rehab.	Mortgage assistance

FIGURE 45(Cont'd)

<u>STATE</u>	<u>PROGRAM/ACTIVITY</u>	<u>TYPE</u>
State Department of Housing and community Development (Cont'd)	<u>Housing Assistance Program - For</u> low income rural counties which do not have housing authority.	Program assistance
	<u>Local Government Assistance Program</u> - Provides technical assistance or training for cities, non-profit corporations planning rehab programs.	Technical assistance
	<u>Cooperative Housing Assistance -</u> To government agencies, profit and non-profit groups, providing information on project feasibility financing, organization, legal issues and management.	Technical assistance
	<u>Technical Assistance for Mobile</u> <u>Home Park Conversions - For</u> residents of mobile home parks who wish to purchase parks in which they live.	Technical assistance
	<u>Rural Finance Marketing Program</u> - Provides rural homebuyers and developers with information about CHFA below market rate mortgage program for 1st-time home buyers.	Information
	<u>California Housing Advisor Service</u> <u>(CHAS) - Provides grants to local</u> agencies, non-profit groups and com- munity design centers for purposes of establishing local advisory ser- vices regarding self-help construction and rehabilitation programs.	Financing of centers

FIGURE 45(Cont'd)

<u>STATE</u>	<u>PROGRAM/ACTIVITY</u>	<u>TYPE</u>
State Department of Housing and community Development (Cont'd)	<u>Predevelopment Loan and Land Purchase Programs</u> - Provide 7% loans to local government, non- profit and cooperative housing corporations for preliminary development costs including: site acquisition, architectural, engineering, legal, permit and application fees and bonding expenses.	Financing assistance
	<u>Home Ownership Assistance Program</u> - Provides up to 49% of purchase price of dwelling unit in form of a mortgage participation with lender. Upon sale of unit state shares in proceeds. Under this program: 1) renters or mobile home residents can purchase units who would be displaced by condo- minium or stock conversions, 2) stock co-ops or non-profit cor- porations to develop or purchase mobile home parks.	Mortgage assistance
	<u>Rental Housing Construction Program</u> - Provides funds through CHFA or local agencies for new development of new rental units by private, non- profit or public agency sponsors. Not less than 30% of units in each rental development are to be low and very low income. Remainder of units for moderate income market.	Financing assistance
	<u>State Community Development Block Grant Program</u> - For small cities and counties for housing, public facilities and economic development activities for low income people.	Financing assistance

FINDINGS, GOALS AND POLICIES

The following findings identify the major housing issues in the Mammoth Lakes community. Specific goals and policies address these issues and establish a comprehensive housing program for the Community.

FINDINGS

1. The Land Use Element of this plan, supplemented by the Housing Element, makes provision for a variety of housing types within the community of Mammoth Lakes.
2. There is a present need for affordable (low and moderate income) housing in Mammoth Lakes.
3. Studies indicate that the lack of affordable housing units has caused overcrowding and overpayment by low and moderate income households in Mammoth Lakes.
4. A definitive study of permanent and seasonal household incomes and housing requirements is needed to define the extent of existing and future affordable housing needs.
5. Future development of Alpine and Nordic ski areas to 37,000 skiers at one time (SAOT) and other commercial and industrial development will add to the existing need for affordable housing in the Town.
6. While there is a present and future need for affordable units for permanent residents, the greatest affordable housing need is by seasonal employees who primarily require rental units.
7. The Town's housing stock must be balanced between the needs of the Community's permanent residents and seasonal employees, and visitor housing requirements, to prevent over-crowding and over-payment and to ensure appropriate accommodations are available for visitors.
8. Affordable housing ordinances and programs need to be reviewed for possible inclusion in the Town Development Code.
9. The Town needs to develop a comprehensive housing program to assure that existing and future Community housing requirements will be addressed commensurate with Community growth.
10. There is virtually no opportunity to provide affordable traditional single family residential development.

GOALS

1. To provide an acceptable home within an enjoyable environment for all of the Town's residents.
2. To assure a variety of housing types compatible with the character and integrity of the residential areas.
3. To assure housing programs that maximize choice, and avoid discrimination based on age, race, sex, marital status, handicaps, children, etc.
4. To provide adequate housing for those of low and moderate income, and special needs households.
5. To assure that the quality, safety and livability of the housing stock in Mammoth Lakes is maintained or upgraded on a continual basis and that housing which cannot be upgraded to livable standards, is replaced.
6. To assure that the affordable housing needs of permanent residents and seasonal employees are met through retention and maintenance of existing affordable units and development of new units.
7. To reduce energy consumption and costs to maintain housing affordability.
8. To assure that the implementation goals and policies in this document are pursued within the established time frames and are compatible with the other General Plan elements.

POLICIES

Conservation of Existing Housing -

1. The Town shall vigorously pursue housing code enforcement and develop a housing rehabilitation program which encourages weatherization, minor repairs, and unit rehabilitation. The program should include:
 - seeking home repair grants and low interest loans;
 - abatement of residential units which are determined to be beyond rehabilitation (e.g. a public nuisance);
 - promotion of self-help preventative maintenance through educational workshops; and
 - designation of neighborhoods for concentrated housing rehabilitation assistance and public facility improvements.

2. The Town shall minimize displacement of existing residents and residential units through the application of retention/replacement incentives in the Town Development Code. Tenants of rental units and mobile home parks which have been proposed for conversion to condominiums or elimination, shall be apprised throughout the decision-making process in accordance with state law.(1)

3. The Town shall promote the reuse of appropriate vacant buildings for residential use through incentives in the Town Development code.

Energy Conservation

1. The Town shall incorporate energy conservation measures in the Town Development Code including but not limited to: encouragement of active and passive solar energy design, enforcement of state construction standards for energy efficiency, and encouragement of the development of alternative energy sources (e.g. biomass, geothermal and wind).

2. The Town should explore funding for energy conservation programs including flyers, booklets, public awareness meetings and an energy conservation guide.

3. The Town shall seek to construct affordable housing near employment centers and visitor housing near recreation activity nodes to reduce transportation energy consumption.

Promotion of Housing Variety to Meet Needs

1. Town shall investigate the use of modular and mobile homes and factory built units which meet appropriate codes and snow load requirements, to decrease housing costs.

2. The Town shall consider the appropriateness of allowing "second units" in single family neighborhoods through adoption of incentives in the Town Development Code.

3. The Town shall approve and encourage the development of affordable housing in the Shady Rest Tract, by designation of the site for affordable housing and shall assist in the upgrading of a mobile home park in the Old Mammoth District.

4. The Town shall encourage affordable housing development through incentives in the Town Development Code, such as density bonuses, waiver or reduction of Community review fees, etc.

(1) 798.45 of California Civil Code notification of mobile home park tenants.

5. The Town may establish a mixed-use land use designation to encourage residential development with commercial uses to reduce housing costs, to locate employee housing near the work place and to increase the activity and attractiveness of commercial areas.

6. The Town shall consider the establishment of a local housing authority or non-profit development corporation to develop and operate affordable housing units or participate in the Mono County Housing Authority.

7. The Town may promote affordable housing by actively seeking the following:

- Issuance of municipal bonds for the financing of affordable rental and owner occupied housing.

- Providing affordable housing sites by encouragement of the designation of affordable housing areas within land exchange areas, and through write-downs, and cash donations.

- Aggressive use of appropriate available housing programs and financing offered by state, federal and private groups (see Discussion in Implementation Section).

8. The Town shall encourage employee housing provision by:

- Encouraging major residential developments to provide affordable housing units for management and maintenance employees. Designation of such units as common area on subdivision maps and CC&Rs agreeing to retain such units for employees shall be required.

- Encouraging the provision of employee housing in a timely fashion to assure units are available commensurate with employment increases. Large employers should be encouraged to provide employee housing in initial rather than later development stages.

- Providing incentives in the Town Development Code to provide employee housing including bonus density incentives.

- Encouraging builders of housing projects to provide affordable low and moderate income housing through a Town Density Bonus Program which allows additional density for projects in which at least 50% of the units are affordable. Housing developments which employ 25 or more people at one time and provide on-site or in-lieu payments for housing for at least one half the employees also should receive a density bonus.

9. The Town shall encourage visitor accommodations in hotel, lodge and motel units near activity nodes through incentives and density bonus provisions in the Town Development Code.

10. The Town shall encourage development of adequate housing for residents which is attractive, and has appropriate amenities and facilities which add to the quality of life in Mammoth Lakes and maintain property values through:

- bonus and other incentives in the Town Development Code, and
- implementation and update housing programs.

11. The Town Housing Element shall be updated in accordance with State legislative requirements (Cal. Gov. Code 65580 et seq).

12. The Town shall regularly perform housing surveys throughout the year that provide information on population growth, occupancy rates, housing supply, demand, and cost.

13. The Town shall yearly assess progress towards realizing housing objectives and program success for the past year, and plan implementation programs for the upcoming year.

14. The Town shall promote handicapped and elderly access in new housing developments, commons areas and public facilities through requirements in the Town Development Code.

Conservation and Open Space

CONSERVATION AND OPEN SPACE ELEMENT

The natural resources of the Mammoth Lakes Community and surrounding area contribute greatly to the beauty and character of the Town. The Town's visual and physical assets include open space, forest, wildlife, surface water, land forms, man-made features and magnificent alpine vistas.

Maintaining a balance among the Town's existing resources is very important since failure to do so will result in: 1) disruption to the fragile ecological cycles of the environment, and 2) destruction of the Town's natural alpine character upon which the local economy is based. The livability and economic viability of Mammoth Lakes largely depends on the Town's ability to plan for and encourage development which is compatible with the area's natural resources.

By its very nature, growth and development affects the natural environment. Trees and other vegetation is inevitably removed and the natural land form altered to provide space for new homes, businesses, and recreation facilities. As more visitors and permanent residents seek recreation in Mammoth Lakes, the increased noise, traffic and intrusions by people and pets, reduces the area's wildlife productivity. Unless care is taken in development location and design, increases in stream sedimentation and pollution and reductions in open space and viewshed areas will occur. Additionally, the more environmentally fragile hillside and meadow areas of the community are targets for development since the land within the community which has the fewest development constraints has nearly been built out.

The objective of this Plan Element is to provide goals and policies which, if implemented, will bring development more nearly into harmony with the natural environment, and will protect and manage the Community's resources to assure they are not lost. The following discussion, findings, goals and policies focus on each major natural and manmade resource in the community and set forth a systematic program for their protection.

Vegetation - Retention of vegetation is a major element in the maintenance of the natural beauty and ecological balance of Mammoth Lakes. The condition of existing vegetation is an indicator of the ecological health of a community (and in the

case of Mammoth Lakes, may also indicate the community's economic health). The soil types, conditions, slope and hydrology of an area are directly reflected in the native type and condition of vegetational communities.

The Town of Mammoth Lakes enjoys extensive and varied natural vegetation habitats, which support a diverse population of wildlife. (See Figure 46).

The Town of Mammoth Lakes is in a Transition Life Zone, which is characterized by moderately dense stands of Jeffery Pine. This Life Zone lies between the upper Sonoran Life Zone of Long Valley, which is largely brushland, and the Canadian Life Zone on the lower slopes of Mammoth Mountain, which is characterized by Lodgepole Pine Forest. Figure 46 indicates the location of vegetative habitats. A description of the major plant habitats follows.

- o Coniferous Forest - is the most widespread vegetation type in the planning area. It occurs in three phases: Red Fir, Jeffery Pine, and Lodgepole Pine. Red Fir is most common on steep, north-facing slopes at higher elevations. Typical species found in this phase are Red Fir (*Abies magnifica*), Western White Pine (*Pinus monticola*), and Mountain Hemlock (*Tsuga martensiana*). Understory vegetation is sparse. Jeffery Pine is located on more gradual slopes at lower elevations indicator species are Jeffery Pine (*Pinus jefferyi*) and White Fir (*Abies concolor*). Dry sunny openings in this phase support patches of chaparral or sagebrush. The Lodgepole Pine occupies areas with ample moisture: indicator species are Lodgepole Pine (*Pinus murrayana*) and White Fir. The understory supports a large variety of shrubs and herbs.
- o Chaparral - occurs on southfacing slopes and in forest clearings, and in lower drier areas. Indicator species are Greenleaf Manzanita (*A. patula*), Tobacco Brush (*Ceanothus velutinus*), Snowbush (*C. cordulatus*), Huckleberry Oak (*Quercus vaccinifolia*), and Bitter Cherry (*Prunus emarginata*).
- o Sagebrush - occurs on slight slopes at lower elevations and in dry, sunny forest clearings. Indicator species are Great Basin Sagebrush (*Artemisia tridentata*), Antelope Bitterbrush (*Purshia tridentata*), and Snowberry (*Symphoricarpos vaccinioides*). This plant community includes a large number of annual species.
- o Riparian Vegetation - is generally found along the banks of Mammoth Creek, and other drainages in the planning area. Indicator species are Quaking Aspen (*Populus tremuloides*), Mountain Alder (*Alnus tenuifolia*), American Dogwood (*Cornus stolonifera*), Willow (*Salix caudata*, *S. planifolia*). The understory

consists of herbs and grasses.

- o Meadow - This vegetation is dominated by herbaceous perennials such as Corn Lily (*Veratrum californicum*), Cow Parsnip (*Heracleum sphondylium*), Meadow Lupine (*Lupinus polyphyllus*), Willow-Herb (*Epilobium exaltatum*, *E. pringleanum*), Meadow Paintbrush (*Castilleja miniata*), a sedge (*Carex Jonesii*), and Wire Rush (*Juncus balticus*).

The California Native Plant Society (CNPS) has identified 33 rare, endangered or sensitive plant species in the Mammoth Lakes area.

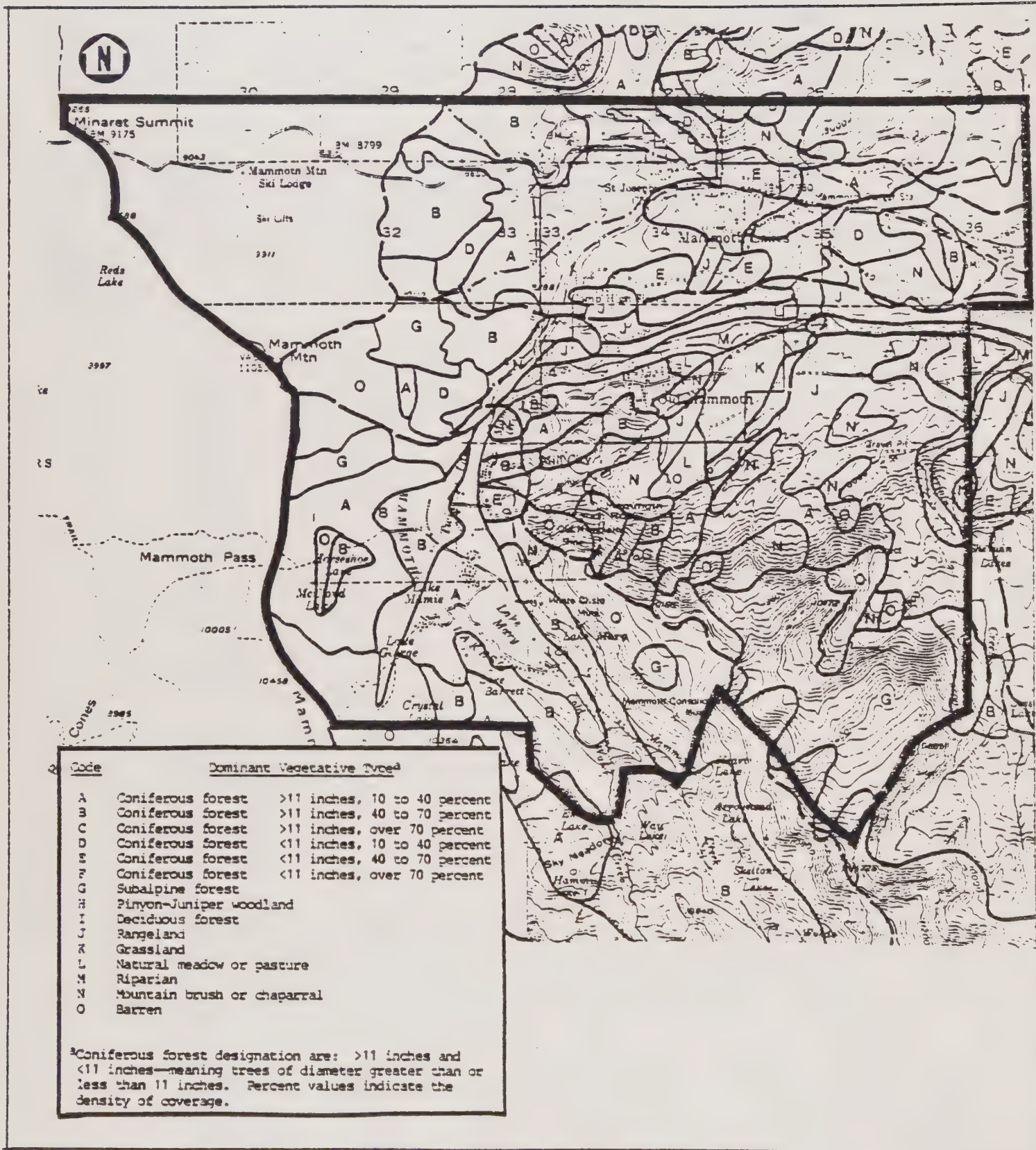


Figure 46

Vegetation

FIGURE 47

INVENTORY OF SENSITIVE PLANTS

<u>Common Name</u>	<u>Scientific Name</u>	<u>Status</u>
Scribners Wheat Grass	<u>Agropyron Scribneri</u>	List 4 (T)
Owens Valley Rock Grass	<u>Arabis lignifera</u>	List 4 (T)
Humboldt Co. Milkweed	<u>Asclepias cryptoceras</u>	List 4 (T)
Long Valley Milkvetch	<u>Astragalus monoensis</u>	List 2 (E)
Mono Rattleweed	<u>Astragalous monoensis</u>	List 2 (E)
Fish Slough Milkvetch	<u>Astragalus lentiginosus</u>	List 2 (T)
Tonopah Milkvetch	<u>Astragalus pseudiodanthus</u>	List 2 (T)
Booths Evening Primrose	<u>Camissonia Boothii</u>	List 4 (T)
Pine City Sedum	<u>Congdonia pinetorum</u> (1)	List 1 (E)
Bolander's Rabbit Brush	<u>Chrysothamnus Parryi Bolanderi</u>	List 2 (T)
Hoary Draba	<u>Draba cana</u>	List 4 (E)
Limestone Draba	<u>Draba nivalis var. elongata</u>	Unique(2)
Mono Buckwheat	<u>Eriogonum ampullaceum</u>	List 2 (E)
Kearneys Buckwheat	<u>Eriogonum Kearneyi</u>	List 4 (T)
Hot Springs Fimbristylis	<u>Fimbrastylis spadicea</u>	List 4 (T)
Pigmy Gentian	<u>Gentiana prostrata</u>	List 4 (T)
American Mannagrass	<u>Glyceria grandis</u>	List 4 (T)
Poison Canyon Stickseed	<u>Hackelia brevicula</u>	List 2 (T)
White Mountain Horkelia	<u>Horkelia hispidula</u>	List 3 (N)
Center Basin Rush	<u>Juncus abjectus</u>	List 4 (T)
Mono Lake Lupine	<u>Lupinus Duranii</u>	List 3 (E)
Pumice Bush Lupine	<u>Lupinus montigenus</u>	Threatened(3)
Mono County Lupine	<u>Lupinus sublanatus</u>	List 3 (N)
Utah Monkey flower	<u>Mimulus glabratus utahensis</u>	List 4 (T)
Scalloped-leaved Lousewort	<u>Pedicularis crenulata</u>	List 1 (E)
Inyo Beard Tongue	<u>Penstemon papillatus</u>	List 3 (N)
Sierra Podistra	<u>Podistra nevadensis</u>	List 3 (N)
Mason's Sky Pilot	<u>Polemonium chartaceum</u>	List 3 (N)
Short-Fruited Willow	<u>Salix brachycarpa</u>	List 4 (T)
Yosemite Bulrush	<u>Scirpus Clementis</u>	List 3 (N)
Rolland's Bulrush	<u>Scirpus Rollandii</u>	List 4 (T)
Alkali Comrdgrass	<u>Spartina gracilis</u>	List 4 (T)
Wedgegrass	<u>Sphenopholis obtusata obtusata</u>	List 4 (T)
Masonic Mountain Jewel Flower	<u>Veronica Cusickii</u>	List 4 (E)

E = Evidence of Existence;

T = Thought to Exist;

N = No Division of List 3 Plants into E or T.

List 1 = Plants presumed extinct;

List 2 = Plants rare and endangered;

List 4 = Plants rare;

List 4 = Plants rare in California but common elsewhere

(1) Formerly Sedum pinetorum

(2) CNPS questions the taxonomic validity of these species

SOURCE: California Native Plant Society, 1980, Inventory of Rare and Endangered Vascular Plants of California, CNPS Special Publications No. 1; and U.S. Forest Service.

As development continues in Mammoth Lakes, vegetation will be removed. The extent and impact of future development on the Community's vegetative habitats will depend on the comprehensiveness of the goals and policies of the Conservation and Open Space Element and on the vegetation conservation criteria in the Town's Development Code. The retention of existing vegetation will maintain the character of the Town and minimize the impact on existing biological habitats.

Wildlife and Fisheries - The extensive and diverse natural habitats in the Mammoth Lakes Community and surrounding area support a diverse wildlife population. Approximately seventy-five species of mammals occur in the Mammoth Lakes area, including: deer, coyote, marmot, beaver, squirrel, chipmunk, mountain lion, wolverine, pine marten and black bear. Approximately one hundred and fifty species of birds also occur in the Mammoth Lakes Area, including red tailed hawk, sage grouse, vesper sparrow, woodpecker, chickadee, nuthatch, goshawk, and grey-crowned rosy finch. The area also supports approximately fifteen species of reptiles and amphibians, including the western toad, Pacific Tree Frog, sage bush lizard and western terrestrial garter snake.

The mule deer population, while not rare, is considered sensitive to growth and development. The deer spend the summer in the Mammoth Lakes area, down to the approximate 7000 foot level, and migrate to an area southeast of Mammoth Lakes during winter.

The several animal species have been identified as rare, endangered, threatened or unique in the planning area, are shown in Figure 48.

The Mammoth Area Drainage Basin has no historically native fish. Trout were introduced to the area during the early settlement period. Now Brown Rainbow and Eastern Trout are present and are flourishing, as the stream habitat has a high oxygen content, low temperature, and low nutrient content. Hot Creek is a very productive fishery because natural hot spring waters which migrate into the creek and help support an abundant plant, insect and invertebrate food source for trout. Recently, since 1974, episodes of increased bed load(1) in lower Mammoth Creek and Hot Creek have occurred.

The Hot Creek Fish Hatchery is one of the most productive in the state and the hatchery supplies hatcheries throughout the western United States. According to the California Department of Fish and Game (DFG), Hot Creek is a premier designated wild trout stream, and is considered a blue ribbon trout stream. The viability of

(1) Silt and sediment deposits

the fishery and hatchery depends upon the quality and quantity of surface water from Mammoth Creek, upstream of the hatchery, and on continued constant natural flows of warm spring water.(1) The quality of Mammoth Creek water has declined in recent years, based on samples from Hot Creek.

(1) Mammoth County Water District, 1982, Water Master Plan

FIGURE 48

RARE, ENDANGERED, THREATENED, OR UNIQUE WILDLIFE IN THE PLANNING AREA

<u>Common Name</u>	<u>Scientific Name</u>	<u>Status</u>
Goshawk	<u>Accipiter gentilis</u>	Sensitive
Golden Eagle	<u>Aquila chrysaetos</u>	Sensitive
Spotted Bat	<u>Euderma maculata</u>	Rare (F)
Prairie Falcon	<u>Falco mexicanus</u>	Unique (F)
Peregrine Falcon	<u>Falco peregrinus</u>	Endangered (S,F)
Wolverine	<u>Gulo luscus</u>	Rare (S,F)
Amerian Bald Eagle	<u>Haliaeetus leucocephalus</u>	Endangered (S,F)
Bighorn Sheep	<u>Ovis canadensis</u>	Rare (S,F)
Osprey	<u>Pandion haliaetus</u>	Sensitive
Owens Tui Chub	<u>Gila bicolor snyderi</u>	Endangered (S)
Spotted Owl	<u>Strix occidentalis</u>	Unique (F)

S = State;
F = Federal

SOURCES: U.S. Forest Service, 1978, Threatened and Endangered: A List of Endangered, Threatened, Rare, or Unique Species; and California Department of Fish and Game, 1978, At the Crossroads: A Report on California's Endangered and Rare Fish and Wildlife. Taxonomy after Burt, W.H. and R.P. Grossenheider, 1964, A Field Guide to the Mammals and Peterson, R.T., 1969, A Full Guide to Western Birds.

The Department of Fish and Game is concerned about any activity affecting Mammoth Creek and its ultimate effect on: 1) the Hot Creek trout fishery, 2) the lower three miles of Mammoth Creek which have a potential for wild trout designation, and 3) a native fish, the state and Federally listed endangered Owens Tui Chub, which is known to occur in the vicinity of the Hot Creek hatchery. Further, the lower portions of Mammoth and Hot Creek are considered to be a critical habitat by the U.S. Fish and Wildlife Service.

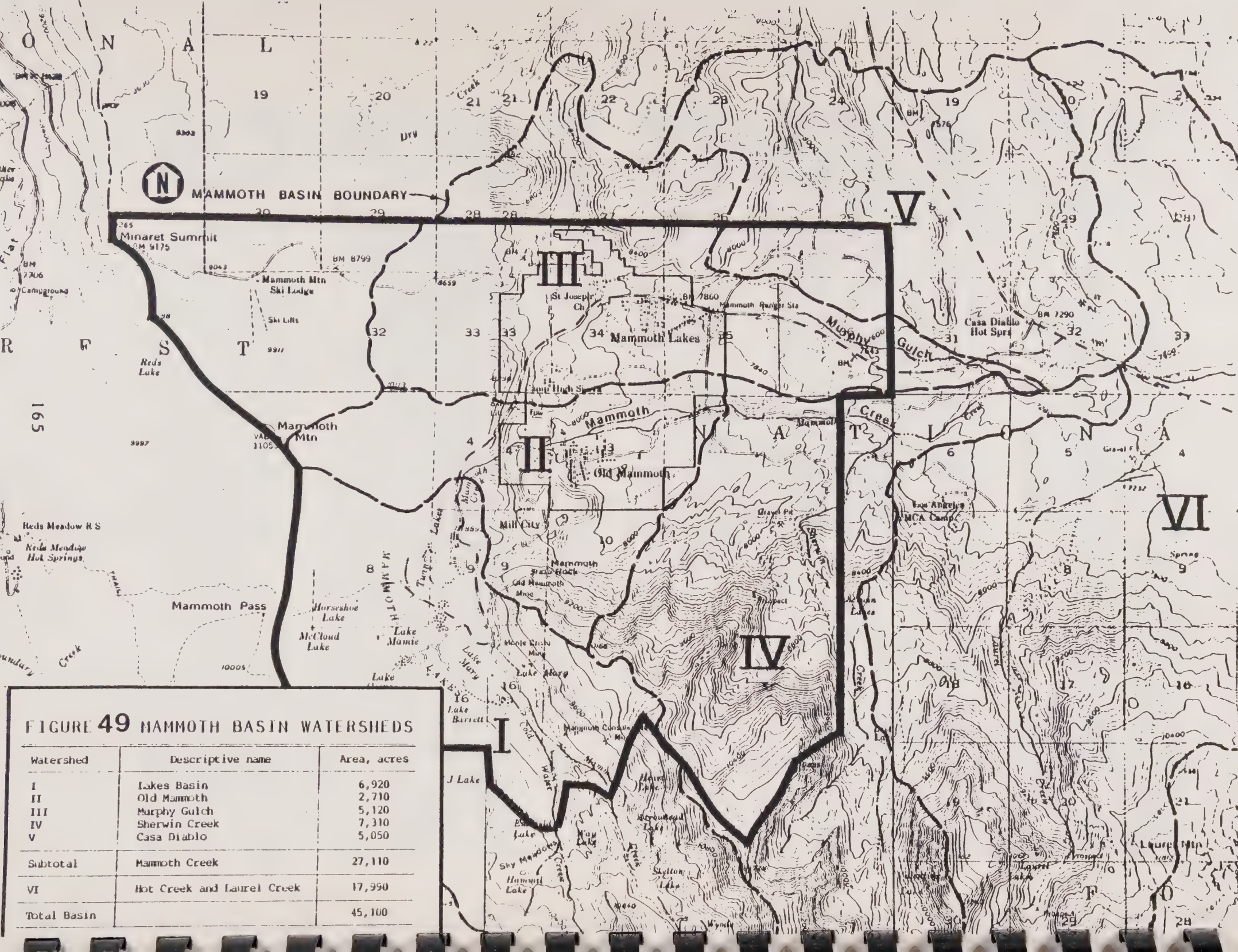
The sensitive Valentine Eastern Sierran Ecological Reserve is a 136-acre site owned by the University of California. The purpose of the reserve is to provide a living laboratory for educational and research programs. It is located northeast of the Old Mammoth District. The Valentine Reserve is part of the University of California Natural Reserve System (NLWRS) which was established in 1965 to protect undisturbed samples of California's natural habitats in response to increasing disruption and loss of field sites. The Valentine Reserve was selected because both eastern and western sierran biota exist on the site and it provides sanctuary for plant and animal species sensitive to urban development.

In recent years, the spill-over effects of urban development in Mammoth Lakes, such as intrusion by dogs, cats and urban noise, have degraded the integrity of the animal communities and threatened the plant communities within the Reserve. Development proposed near the reserve such as that proposed at Juniper Ridge has intensified these concerns.

Mammoth Lakes is located near two other sensitive biological resources area: the John Muir Wilderness, to the south and the Ansel Adams Wilderness, to the west.

Surface Hydrology and Water Quality - The community of Mammoth Lakes is within the 45,000 acre Mammoth Basin (see Figure 55). The basin trends northwest its boundaries are Mammoth Crest to the west, Convict Creek divide to the south and Dry Creek divide to the north. The topographic changes within the basin are dramatic, ranging from 11,600 feet above Solitude Canyon at the south edge of the Town to about 7,000 feet in Hot Creek Gorge to the east of Mammoth Lakes. The basin includes many alpine lakes, surface streams and springs, all tributary to Mammoth Creek, which runs through the Town, and in turn into Hot Creek, which intersects Mammoth Creek.

The Mammoth basin contains one watershed with six subdivisions, as shown in Figure 49. The community of Mammoth Lakes lies within divisions II and III. Division II includes those portions of Mammoth Mountain and the Town which drain directly into Mammoth Creek. Division III drains into Murphy Gulch which ultimately drains into Mammoth Creek near Highway 395. Division III contains most of the intensely developed area of the Mammoth Lakes community.



The Westridge District - contains the Valentine Ecological Reserve, which is bisected by Mammoth Creek. The District contains a substantial amount of natural open space. Consequently runoff into Mammoth Creek has not yet become a significant problem.

The Old Mammoth District - is traversed by several main channels of Mammoth Creek. The district is a heavily-forested residential subdivision with many unpaved roads. Consequently, snowmelt and storm runoff wash a great deal of sediment into Mammoth Creek. Where the unpaved roads cross creek channels, the lack of culverts results in continual disturbance to the creek bottom and banks by passing vehicles.

The Snow Creek District - Mammoth Creek flows through the meadow between Old Mammoth Road, to the south and a portion of the Snow Creek development to the north. In the upper meadow area, near the Snow Creek Athletic Club, diversion of the Creek and development activities such as grading and excavating are introducing major amounts of sediment into the creek.

Gateway District - the Gateway District drains into Mammoth Creek. Development and construction in the District will require remedial erosion and runoff control measures.

In June 1983, the Lahontan Regional Water Quality Control Board adopted "Guidelines for Erosion control in the Mammoth Lakes Area." The Guidelines prescribe erosion control requirements which must be complied with during all phases of development which consist of: 1) six or more dwelling units or 2) commercial developments including soil disturbance on 1/4 acre or more.

A systematic community program for erosion, runoff control, and storm drainage facility completion is required to remove impacts to Mammoth Creek.

The Federal Emergency Management Agency is preparing revised Flood Zone maps for the Town of Mammoth Lakes.

Open Space Resource - policies are needed to protect the natural environment, to provide recreational opportunities, to maintain the ecological system, to provide buffer areas around development areas and to sustain the productive capacity of open space areas (e.g. grazing, mineral extraction, timber harvesting).

Open space is any parcel or area of land or water which is essentially unimproved⁽¹⁾ and defined by designation or the application of policies in the General Plan and criteria in the

(1) Essentially unimproved means less than 5% of a parcel is covered by impervious surfaces.

Town Development Code. The California Government Code (1) defines four categories of open space use, including: health and safety, natural resource preservation, outdoor recreation, and managed production of natural resources. Figure 50 presents designated open space lands in the Mammoth Lakes Planning Area by district and type of open space.

(1) Section 65560 California Government Code.

FIGURE 50

DESIGNATED OPEN SPACE AREAS

District No.	Area Name	OPEN SPACE CATEGORY				
		Health and Safety	Preservation of Natural Resources	Outdoor Recreation	Managing Production of Natural Resources	Jurisdiction
11	Valentine Ecological		P			M-O
17	Mammoth Mountain Ski Area			P-V		M-F
14	Sherwin Bowl Ski Area			P-V		M-F
17	Shady Rest Park			P		M
2	Community Center			P		M
13-14	Snow Creek Golf Course			P-V		M
8	Mammoth Creek	S	P	S-V		M
11	Proposed Mammoth Camp Tract (along Mammoth Creek)	S	P	S-V		M
12	The Bluffs Escarpment		P-V			M

P = Primary Open Space Use
 S = Secondary Open Space Use
 V = Visual Enjoyment

M = Mammoth Lakes
 O = Other jurisdiction
 F = U.S. Forest Service

Designated open space areas are shown in the Land Use Element of the General Plan (see Figure 17), and include the Valentine Reserve portions of the Mammoth Creek Corridor. Complete districts are designated for open space uses, including the Sherwin, Mammoth Mountain, the Joaquin Ridge and the Lake Mary Districts. Open space is also preserved through development policies contained in this element, the Land Use Element and criteria in the Town Development Code.

The Town has not developed a comprehensive program for the designation of passive and active open space areas and for open space program implementation through acquisition, dedication and preservation techniques. Until a comprehensive Parks and Open Space Plan can be developed, open space will be retained through the policies in the General Plan and criteria in the Town's Development Code.

Areas within the community which have special resource and open space value as defined by policies in the General Plan and by criteria in the Town Development Code will be designated as Special Conservation Planning Areas (SCP's). Development within these areas will be subject to special design and development controls. (See the goals and policies at the end of this element). In areas in which formally designated open space exists, or open space and conservation and other development policies combine to reduce development potential, development clustering on the least sensitive portions of the site or transfers of development rights will be utilized. An example would be the Bluff's. A designation of LDR/SCP is applied to this area, requiring increased lot size and decreased lot coverage.

Visual Resources - The Town of Mammoth Lakes lies in a dramatic setting, which is one of the major reasons residents and visitors come to the Community. Snow capped peaks rise abruptly to 11,000 feet from the Town center which is situated at 7,800 feet. The vegetation in the area which adds greatly to the visual environment, includes patches of pine forest contrasting with meadow, barren rock outcrops, avalanche slopes, chaparral and sage brush. Water, in streams, lakes, springs and seeps and snow adds attractive visual elements. Wildlife is abundant in the area and views of deer, hawks, eagles, rabbits and other animals greatly enhance the aesthetic experience of persons pursuing recreational activities in the area and of visitors and residents in the Town itself.

The ruggedness of the topography due to the geologic youth of the Mammoth Lakes area, provides visually interesting landscape features. Mammoth Mountain, Mammoth Rock, Crystal Crag, Devil's Postpile, the Bluffs and Long Valley are major landscape features.

In contrast to the vast natural backdrop, are the developed areas of Mammoth Lakes. The regular outlines of urban development such as roads, buildings, overhead utility lines and other structures

can be discerned, sometimes at considerable distances. Commercial areas with large structures, unbroken expanses of parking lots and roads and urban lighting, are often quite prominent. Older residential areas with mature vegetation and some newer residential developments containing more natural colors and materials, are less noticeable.

A viewshed is a visually significant area which may be viewed from the Town of Mammoth Lakes, along roadways to and within the Community, and from other areas utilized by residents and visitors. The mountains of the Sierra Nevada form the backdrop of views to the west, north and south of Mammoth Lakes. Views to the east are sweeping vistas of the great basin and of high desert vegetation. The rugged topography in portions of the community provides both excellent view points and restricts views, depending on the viewers' location. Significant view points in Mammoth Lakes are the ski slopes on Mammoth Mountain and the potential ski area at Sherwin Bowl, Lake Mary Road, Route 203 east of Old Mammoth Road, Old Mammoth Road south of Mammoth Creek, the Gateway District, especially along S.R. 203 and the Meridian extension and Highway 395. Views from other areas within Mammoth Lakes are largely constrained by topography, vegetation and structures. However, Mammoth Mountain and portions of the surrounding mountains can be seen from nearly all of the planning area. It is also important to recognize that significant vistas may occur in the space between buildings and properties. These "subvistas" should be retained where appropriate.

Because the natural visual setting of Mammoth Lakes is a key factor in attracting visitors and residents to the area, retention of major landscape characteristics and unique natural features are of concern to the community. Landscape characteristics include ridgelines, land and water junctions, the visual mass and edges of vegetation, and topographic forms. Landscape features include unique topographic, vegetative, water man-made features.

Both landscape characteristics and unique visual features in the community are subject to disruption and alteration. Development located on or near visual features or areas may be visually obvious, and in the case of unique features, development can be destructive, by permanently removing or (covering the feature and/or affecting viewsheds. Carefully conceived location, design and construction material selection can reduce the impact of development on the natural environment and enhance the character of development in Mammoth Lakes.

In order to facilitate appropriate development activities, scenic areas, features and viewsheds should be identified by the Town. Methods for identifying scenic areas and features are presented in the Appendices and should also be placed in the Town Development Code. Goals and policies for scenic area preservation are presented at the end of this element. Both the scenic area and feature identification methods and the goals and

policies should be included in community design standards for existing and proposed development.

The Town's community form has been inadvertently shaped by past development which occurred without an overall urban design plan. The past lack of community design policies has resulted in a confusing mixture of building designs of differing character which are often poorly sited and convey an impression of indifference to the resort-alpine character of Mammoth Lakes. Many developed areas do not contain sufficient "soft" areas of natural terrain and landscaping.

The community design goals and policies presented in this element are intended to better integrate future community development into the natural surroundings of the community, create visual interest and character in the developed portions of the community and preserve scenic resources.

Cultural Resources - State and federal legislation requires the protection of cultural resources.(1) Placement of a site on the Historic Register of Historic Places requires the site to meet at least one of the following criteria: scientific research value, historical significance, or social value. Sites of scientific research value have relatively rare or unique characteristics and have the potential of providing further, scientific evidence of prehistoric or cultural development. Sites of historic value are associated with a particular historic period or event and are intended to provide permanent physical evidence of history. Cultural resources of social value may either be those that enhance the public's understanding of regional prehistory or culture, or resources which have an emotional or sentimental value.(2)

(1) Federal Executive Order No. 11593, 1971 - requiring all federal agencies initiate procedures to preserve and maintain cultural resources through nomination and inclusion in the National Register of Historic Places. Calif. Governor's Exec. Order No. B-64-80 required state agencies inventory all sites over 50 years of age which may qualify for the national register of historic places.

(2) Bettinger, Roberts, 1979, Archaeology East of the Range of Light..., U.S. Forest Service, California Region.

Aboriginal Sites and Activity - The Mammoth Lakes area is known to have been inhabited by the Owens Valley Paiute, Mono Lake Paiute and to some extent by the Monache Indians. Indian settlements dating back 6,000 years are located in the Owens Valley. The Mammoth Lakes area primarily contains temporary camps used by the Indians for food gathering, obsidian collection and trade route activities. These camps were inhabited by small groups of one to three families for short periods, and are very common in the area.

The Mammoth Pass is thought to have been a trade route and there is evidence that other routes also existed, based on the wide distribution throughout California of obsidian from local sources.

Several parcels within and adjacent to Mammoth Lakes have been surveyed by the U.S. Forest Service. Due to a high potential for vandalism, it is Forest Service policy not to reveal a site's precise location prior to evaluation and adoption of mitigation measures. (1)

The University of California, Riverside Archaeological Research Unit, serves as the Clearinghouse for all archaeological data in the planning area. The Clearinghouse has reported up to 60 sites in and around Mammoth Lakes of which less than 25% have been subject to detailed surveys.(2) These sites include food processing, tool quarrying and manufacture, occupation and rock art sites.

Because of the wide-spread occurrence of aboriginal sites, development within Mammoth Lakes Community could result in the discovery and/or possible disruption and destruction of significant cultural resources.

Historical Sites within Mammoth Lakes area date from the colorful gold mining era. Very little physical evidence of this period remains within the community boundaries. Remnants of the mining era may be discovered as the remaining portions of the community develop. Such discoveries should be reported during the development approval process and protected and/or mitigated as determined through the environmental review process.

Only one California Registered Historic Site is located adjacent Mammoth Lakes, the Mammoth City Site.

(1) U.S. Forest Service.

(2) University of California Archaeological California, Eastern Information Center, Riverside.

The preservation of historic and cultural sites is very important not only for intrinsic historic and scientific purposes, but also for the purpose of attracting tourists to the community. The recently formed(1) Southern Mono County Historical Society, Mammoth Lakes Chapter, should play an integral role in future preservation efforts in Mammoth Lakes.

The Town should work with the Forest Service and the Historical Society to collect existing information on archeological and historic sites within the community and attempt to locate and record potential sites. Site preservation should be incorporated into the Town Development Code.

(1) Summer, 1984

FINDINGS, GOALS AND POLICIES

The following section presents the Conservation and Open Space Element findings, goals and policies which constitute the Town of Mammoth Lakes program to conserve and improve the natural open space character of the community, and to retain natural, historic, cultural and man-made resources.

FINDINGS

Overall Findings

1. The natural and cultural resources of the Mammoth Lakes Community and the surrounding area are important parts of the Town's resort-alpine character and are readily subject to damage from development.
2. The economy of Mammoth Lakes is primarily dependent upon the recreational activities and opportunities offered by the area's spectacular natural environment, including down-hill and cross-country skiing, other winter sports, hiking, fishing, camping, backpacking, picnicking, sight seeing and hunting.

VEGETATION

3. The condition of existing vegetation is an indicator of the ecological health of an area including soil types and conditions, the slope and slope stability and the hydrology of an area.
4. The Town of Mammoth Lakes enjoys extensive and varied natural habitats which support a diverse population of wildlife.
5. Approximately 33 rare, endangered or sensitive plants are located in the Mammoth Lakes area.
7. The impact of future development on the Town's vegetative resources and habitats can be minimized through a comprehensive program to retain vegetative resources, including goals and policies in this element and development criteria in the Town's Development Code.
8. Current development practices are favoring non-native vegetation within the private landbase.

Wildlife

9. The great variety of habitats in the Mammoth Lakes area support a diverse wildlife population: approximately 75

species of mammals, 150 bird species and 15 reptiles and amphibians.

10. The mule deer population, while not rare, is sensitive to urban growth, development and human activity near their feeding areas and migration routes.
11. There are approximately 11 rare, endangered threatened or unique wildlife species in the planning area.
12. The trout fishery in the lower Mammoth Creek and Hot Creek, a critical habitat and one of the most productive in the state, is sensitive to pollutants, flow rate and sedimentation.
13. A State endangered fish, the Owens Tui Chub occurs in the vicinity of the Hot Creek Hatchery and is sensitive to pollutants, flow rate, and sedimentation.
14. The Valentine Reserve which was established to protect an undisturbed sample of the Sierran biota, is sensitive to the encroachment of urban development.

Hydrology and Water Quality

15. The streams and other surface waters in Mammoth Lakes have important values for recreation, fish and wildlife and water supply. Activities throughout the Mammoth watershed, including streams and tributary lands, have important effects on water quality and quantity.
16. Mammoth Lakes lies in the Mammoth Basin. The Basin includes alpine lakes, surface streams and springs, which are all tributary to Mammoth Creek or Murphy Gulch, which in turn is tributary to Hot Creek and the Owens River.
17. Mammoth Creek is the primary surface watercourse in the basin which usually has a low to moderate flow rate, with the exception of peak flows which could cause flooding (see Safety Element).
18. Water quality of surface water in the Mammoth Basin is generally excellent, however, surface runoff and storm drainage negatively affect Mammoth Creek.
19. Erosion from construction sites, graded and devegetated areas, and unimproved roads, add significant amounts of sediment and silt to Mammoth Creek.
20. Runoff from paved surfaces has increased the concentration of nutrients, complex organic compounds, heavy metals, and petroleum deposits in Mammoth Creek.
21. The Mammoth Creek storm runoff problem is exacerbated by the incomplete Town storm drainage system. (A more complete

discussion of the storm drainage system is found in the Land Use Element).

Open Space Resources

22. An open space retention and management program is needed: to protect the natural environment, to provide recreational opportunities, to maintain the ecological system, to provide buffers around urbanized areas of the community and to sustain the productive capacity of open space areas. (Please refer to the open space goals and policies in this element and the Land Use Element.)

Visual Resources and Community Design

23. Mammoth Lakes' dramatic natural setting is a key factor in attracting visitors and residents to the area.
24. Maintenance and retention of the major landscape characteristics and unique natural features of the Community and adjacent natural resource areas is of prime concern to the Town.
25. Mammoth Lakes is in a spectacular setting which can be seen from many points in Mammoth Lakes and along roadways serving the Town. Views of the natural surroundings of the Community temper the structured form of urban development.
26. Only the Inyo National Forest has identified major viewsheds, landscape characteristics and unique natural features.
27. The Town has a mixture of building designs and architectural character which lack coherence and indifference to the surrounding resort-alpine environment.
28. Many projects do not include sufficient "soft" areas of either natural terrain or appropriate introduced landscaping.
29. The community has no areas of focal interest making it difficult to identify with the community and find one's way through the community.

Cultural Resources

30. Numerous prehistoric indian sites and historical sites are found in the Mammoth Lakes area.
31. While many sensitive archaeological and historic sites in Mammoth Lakes have been identified, there is a high potential for the discovery of additional sites on undeveloped properties.

32. Development within Mammoth Lakes could disrupt or destroy significant cultural sites unless site-survey and appropriate preservation actions are instituted by the Town.
33. Preserved historic and cultural sites and the development of historic information center(s) could increase summer visitor interest in Mammoth Lakes.

GOALS AND POLICIES

Overall Goals

1. To manage and protect the natural and cultural resources of the Town, in order to:
 - A - maintain the area's biological diversity,
 - B - protect scenic resources and viewsheds,
 - C - protect stream and other surface water features in order to preserve the aesthetic quality of the Community and assist in water quality preservation, and
 - D - protect the economic viability of Mammoth Lakes.
2. To identify natural and cultural resources within the community, so that their preservation can be assured, through a comprehensive preservation and management program.

Natural Vegetative Resources

Definitions

Natural Vegetation - For the purpose of the Conservation and Open Space Element of the General Plan, there will be no distinction made between native vegetation and natural appearing, ecologically compatible introduced vegetation.

Goals

1. To protect natural vegetative communities from abuse, misuse or degradation from the inappropriate use of land.
2. To encourage uses of natural areas which are compatible with the maintenance of such areas.
3. To provide improved information on vegetation through inventories, mapping programs and environmental impact analyses.
4. To protect vegetative resources from wildland fires.

5. To protect and preserve areas containing heritage trees or groves and mixed age stands of native trees.
6. To protect rare, endangered, or unique plant species and communities from reduction of their range and degradation of their environment.
7. To protect and enhance watershed quality.

Policies

1. The Town shall preserve the resort-alpine character of Mammoth Lakes through the adoption of tree preservation standards which retain heritage trees(1) and groves where reasonable, and retain to the maximum extent feasible, the forest canopy and forested character of the Town. Native tree species should be planted to help offset the loss of trees unavoidably removed during construction.
2. The Town shall inventory and map all natural vegetation with an emphasis on the location and identification of rare, unique and endangered species.
3. Riparian and in-channel(2) vegetation shall be preserved or restored to the maximum extent possible to protect water quality and the wild life habitat associated with riparian corridors, through the application of design criteria and incentives in the Town Development Code.
4. The Town in coordination with Mono County, the U.S.D.A. Forest Service, the Mammoth Lakes Fire Protection District and other nearby fire districts shall implement a "Fire Safe" program, similar to that endorsed by the County Board of Supervisors Association.
5. Vegetative species which are rare, unique or endangered should be protected from destruction or alteration to their environment which would impair their vigor.

(1) i.e., significant stands of old growth trees of unique or heritage quality, and large individual specimens.

(2) i.e., the bank vegetation between the waters edge and the topographic break at the level of the surrounding terrain.

6. Natural vegetation shall be maintained in deer migration corridors through the application of design criteria in the Town Development Code.
7. Sensitive habitat areas shall be protected through open space buffers, fencing and signage, construction of roads, trails and paths away from sensitive areas, and reduction or removal of development densities near sensitive areas.
8. Landscaping plantings shall be required to: 1) be of the native plant species they replace, and/or non-invasive, and 2) drought resistant, to the greatest extent feasible, in accordance with design criteria in the Town Development Code.
9. Landscaping plans which require intensive summer irrigation, fertilization and intensive landscaping should be discouraged by design criteria and disincentives in the Town Development Code.
10. Motorcycles, all-terrain bicycles, and other vehicles shall be restricted in ecologically sensitive areas.

Wildlife Resources

Goals

1. To identify and avoid degradation and destruction of wildlife and natural wildlife habitats.
2. To protect the deer herds and their migration routes.
3. To conserve and develop wildlife resources which provide outdoor recreation, provide economic benefits, or have scientific or educational value.

Policies

1. Through development controls and incentives, the Town shall identify: 1) primary habitat areas which shall be protected from intrusion by development and human activity, and 2) other habitat areas in which the impact of development and human activity will be minimized.
2. The Town shall maximize the protection of primary wildlife habitats through public and/or private management programs which include: 1) requiring (encouraging) the construction of active and passive recreation and development areas away from the habitat, and 2) use of fences, or other barriers and buffer zones.

3. The Town shall minimize the impact of development and human activity on non-primary habitat areas through: 1) retaining of natural vegetation in proposed development areas, 2) providing buffers where necessary and design controls, 3) by enforcing leash laws and providing public information concerning the potential destruction of wildlife by domestic pets, and 4) by clustering development away from these areas to the maximum extent practicable.
4. The Town shall protect the deer herds and their migration corridors to the maximum practical extent through:
 - a) provision of open space buffers between developments adjacent to migration corridors;
 - b) limited construction of new roads crossing migration routes; and
 - c) modification of existing road impacts to deer migration areas by measures which could include: 1) posting signs, 2) limiting driving speeds, and 3) dividing channels migrating animals.
5. Instream water quality and quantity should be maintained to preserve riparian habitats (see the Water Resources Policies).
6. Noise levels and congregations of people and/or equipment should be kept to levels compatible with the affected species.

Water Resources

Goals

1. To maintain and improve the quality and dependability of water sources (also see the Land Use Element for Water supply goals and policies).
2. To safeguard the productive capacity of surface and ground waters, the flood carrying capacity of streams, the storage capacity of reservoirs.
3. To provide for the aesthetic enjoyment and other beneficial uses of Mammoth Lakes' water resources.
4. To minimize flooding, sedimentation and water pollution so as to avoid property damage, safety hazards and disruption of the areass ecology.
5. To identify, preserve and enhance selected water resources and resource areas, in response to their open space and conservation value, and their future use and enjoyment by visitors and residents.

Policies

Note: Goals and policies related to community water supply maintenance and improvement are in the Land Use Element)

1. The quality and quantity of surface and ground waters should be maintained at acceptable levels as determined by appropriate agencies.
2. The Town shall retain to the maximum practical extent, primary community water-courses and bodies in their natural state, through criteria in the Town Development Code. Creek corridors should be carefully identified, corridor setbacks established and strict regulations precluding riparian vegetation removal and creek regimen modification should be adopted.
3. The Town shall develop a stream corridor preservation plan for the Mammoth Creek corridor. An Open Space Stream Conservation corridor (OSSC) has been designated along the creek (see the Land Use Element).
4. The Town shall carefully regulate development encroachment into flood plains and the perimeter of natural water bodies.
5. The Town shall carefully regulate construction and other activities and development, that which would cause or accelerate erosion sedimentation, water pollution and runoff volumes.
6. The water resources of the Town of Mammoth Lakes should be studied in depth (see water supply goals and policies in the Land Use Element).
7. The Town shall develop flood hazard management programs and incorporate them into the Town Development Code. (Please refer to the Safety Element Policies).

Open Space

Goals

1. To protect the natural and manmade resources of Mammoth Lakes for the purpose of: 1) Protection of the health and safety of the community, 2) preservation of natural resources, 3) provision of outdoor recreation, and 4) management of natural resources.
2. To protect the community's natural beauty
3. To minimize disturbance of the natural terrain and native vegetation
4. To protect archeologic, prehistoric, historic and cultural sites

5. To protect important scenic views and features
6. To provide open space to shape community development patterns and enhance the community livability.

Policies

The policies in the Conservation and Open Space Element and other applicable policies throughout the General Plan comprise the majority of the policies for the preservation of open space within the community. The following policies indicated how all of these policies will be integrated into an implementation program:

1. The Town shall develop criteria in the Town Development Code which implement the resource and open space goals and policies in this element and in the other elements and sections of the General Plan.
2. The Town shall designate Special Conservation Planning areas (SCP) within the community which have special resource and open space value as defined by policies in the General Plan and by criteria in the Town Development Code. These special conservation areas will be subject to special design and development controls set forth in the Development Code. (Special Conservation Planning Areas are discussed in the Land Use Element).
3. The Town may use, as appropriate, development clustering or transfers of development rights (TDR's) in areas of formally designated open space or Special Conservation Planning Areas.

Visual Resources and Community Design

Definitions

1. Scenic areas are those areas within and around the Town of Mammoth Lakes which, through a combination of natural and manmade features, are deemed to be of significant scenic quality.
2. Scenic resources are the natural landscape characteristics, features and scenic areas in Mammoth Lakes which are sensitive to alteration.
 - Landscape characteristics - macro-scale features such as skylines, ridgelines, land and water junctions, rock, vegetative and soil edges masses.
 - Landscape features - micro-scale features are the unique topographic, vegetation, water and man made forms.

- Alterations - are any activity or project which modifies the scenic resources of the community and surrounding area.

3. Scenic corridors are the designated scenic roads, trails, bikeways and mass transit routes from which the scenic environment of Mammoth Lakes, Forest Service lands and Mono County can be viewed.

Goals

1. To protect and enhance the natural scenic resources of the Town of Mammoth Lakes.
2. To encourage Mono County, the U.S. Forest Service, the Bureau of Land Management, the City of Los Angeles and other appropriate agencies to assure that the land management activities of these agencies minimize degradation or enhance the scenic resources which can be viewed from the Town and from transportation corridors leading to the Town.
3. To encourage private citizen awareness and interest in Mammoth Lakes scenic resources.
4. To establish a distinctive and attractive townscape for the developed and developing portions of Mammoth Lakes.

Policies

1. The Town shall adopt and enforce community design standards to help preserve and enhance the aesthetic and biological environment.
2. These standards shall include design criteria to assure proposed developments are located, sited and designed to be subordinate to the pre-existing character of the site to the maximum extent possible.
3. The Town's scenic resources should be identified and mapped as a first step toward assuring their preservation.
4. The Town shall develop aesthetic controls to be applied to utility structures, road signs, traffic signals, lighting, overhead wires and utility poles.
5. Redevelopment projects shall comply with the General Plan, design standards, policies, and criteria as incorporated in the Town Development Code.
6. Primary Scenic Areas and Scenic Resources shall be protected through design criteria and incentives and disincentives in the Town Development Code including:
 - a) location of structures, or modification of building height and bulk, to reduce impact to views of primary scenic areas and resources,

- b) control of development on prominent ridgelines, bluffs and exposed hillsides,
 - c) use of building materials, and colors which blend rather than contrast with the surrounding visual resources,
 - d) limiting removal of vegetation, particularly mature trees.
 - e) locating sensitive visual, biological and geological resource areas within Special Conservation Planning districts.
7. Preserve the important scenic vistas which occur along Old Mammoth Road, Meridian Boulevard and other defined areas by retaining sufficient minimum building setbacks and adoption of viewshed protection criteria and requirements in the Town Development Code.

Cultural Resources (Historic and Archeologic)

Goals

- 1) To attempt to locate and record all known archeologic and historic resources of Mammoth Lakes and the adjacent areas.
- 2) To preserve, interpret and, where feasible, make accessible to the public archeologic and historic resources of Mammoth Lakes and adjacent areas.
- 3) To preserve archeologic and historic sites for present and future scientific research and educational programs.

Policies

- 1. Comprehensive studies and inventories of the Mammoth Lakes area archeologic and historic sites should be supported by the Town in coordination with the Southern Mono County Historic Society to identify undiscovered sites.
- 2. An archeologic and historic site survey shall be conducted for environmental impact reports whenever a critical site(s) might exist within a project area and to the maximum practicable extent any discovered site shall be preserved or treated in accordance with the recommendations in the survey report.
- 3. The Town shall strive to ensure that historic and archeologic sites are available to residents and visitors by: 1) establishing funding for historic and archeologic preservation through state and federal grants, private trusts, and donations, 2) actively promoting the Town's cultural resources in cooperation with the Mammoth Lakes,

Resort Association and Historic Society and 3) encouraging the provision of publications about and tours of the sites.

5. Primary(1) archeologic and historic sites should be protected through: 1) the adoption of an ordinance designed to protect primary sites and where necessary, provide for the purchase of significant sites, and 2) the obtaining of state and/or national register status where appropriate.

(1) Sites with local, state or national significance.

Safety

SAFETY ELEMENT

The California Legislature has placed specific responsibilities on local government for the identification and evaluation of potential hazards to public safety and the formation of programs and regulations to reduce risk(1). The intent of the state requirements is to have local communities take hazard planning into account in their planning programs in order to reduce loss of life, injuries, damage to property, and economic and social dislocation.

Potential hazards to public safety within the Mammoth Lakes Community include: seismic and volcanic activity, snow avalanches, fires, flood hazards, landslides, mud flows, rock falls, and geological and soil instability. The purpose of the Safety Element is to define development policies which will encourage the maintenance of as high a level of public safety as is realistically possible. This Element identifies potential locally significant public safety hazards, and presents safety goals and policies to implement programs and measures to reduce these hazards to an acceptable level of risk.

The following presents a discussion of the safety hazards in the Mammoth Lakes community and sets forth the Towns goals and policies to reduce potential risk.

Snow Avalanche Hazard - The Town is exposed to avalanche hazard, as indicated in Figure 51. An avalanche is defined as a "mass of snow that sometimes contains rocks, soil and ice moving rapidly downslope." (2) Many factors contribute to unstable snow conditions, including snow pack structure, snow density, temperature fluctuations, wind speed and direction, precipitation intensity, etc.

Avalanche hazard areas are categorized as high or moderate hazard zones. Definitions of these hazard areas are presented in Figure 51. Basically high avalanche hazard areas are not considered safely developable and moderate avalanche hazard areas are considered conditionally developable. Relatively conventional structures can be built to withstand moderate hazard forces by utilizing structural design measures such as reinforced concrete walls without windows, or with shuttered windows or wedge-shaped design, facing the hazard prone slope, etc. Additionally,

(1) Cal. Government Code Section 65302 et. seq.

(2) U.S.F.S. Avalanche Handbook, November, 1978

avalanche protection devices such as barriers and sheds, can be used to protect existing and proposed structures, as long as other properties are not exposed to additional hazard.

Any high avalanche hazard area in Mammoth Lakes should not contain critical or permanently occupied facilities located within its boundaries. Further, other activities within any high hazard area should be abandoned during avalanche season (11/1 - 4/15 or as determined by the Town).

Snow Shedding - Mammoth Lakes receives 200 inches of snowfall or more each year. Snow can accumulate to significant depths on roofs during a storm and then slide off. In cases where the snow slides towards pedestrian areas, parking lots, or other structures, it poses a significant hazard. Fortunately, there has been no loss of life from snow sliding off roofs, but, it has resulted in damage to adjacent structures, damage to vehicles, and persons being trapped in vehicles and structures.

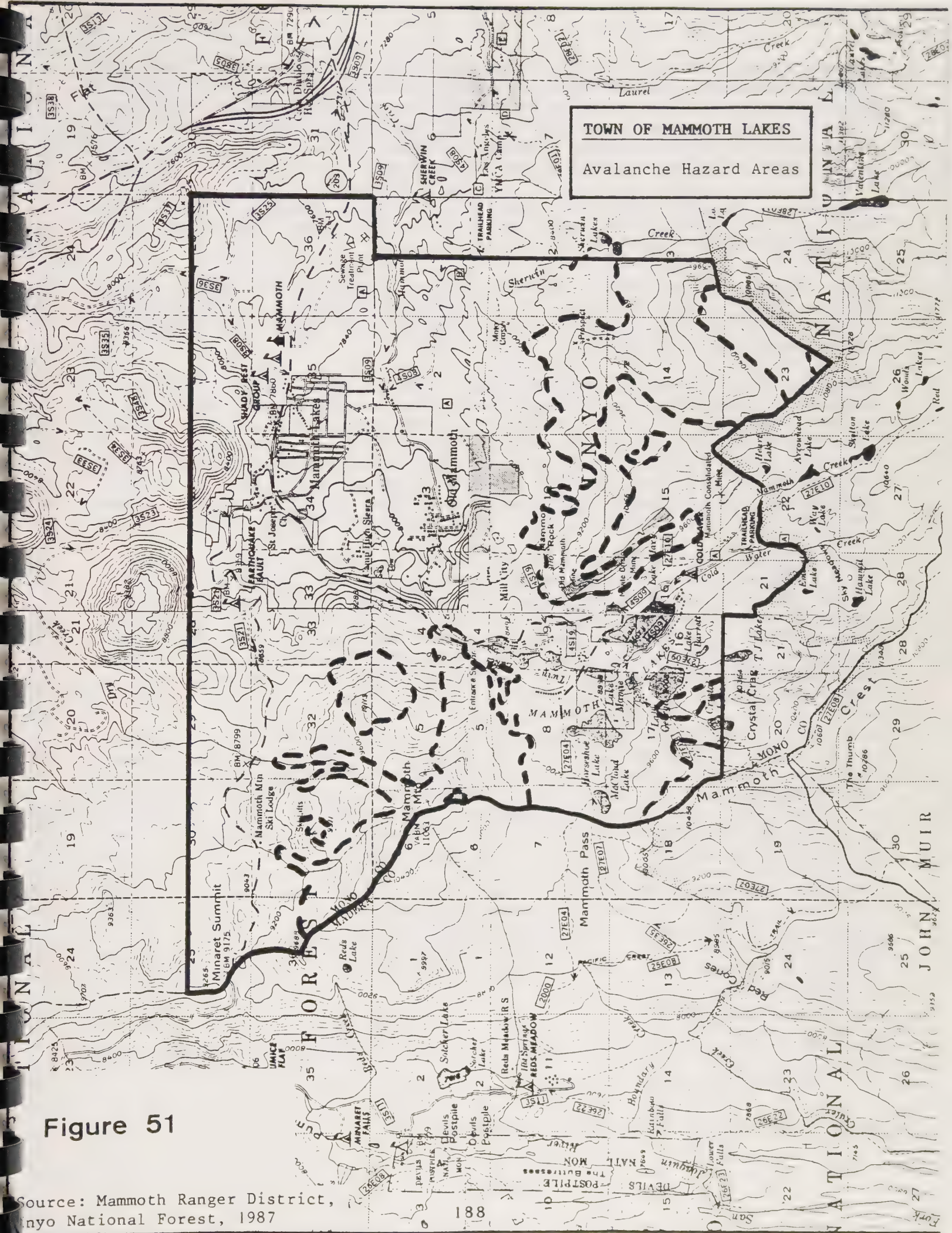


Figure 51

Source: Mammoth Ranger District,
Inyo National Forest, 1987

Flood Hazard - Potential flood hazard areas in the Town of Mammoth Lakes includes Murphy Gulch located in the northeast quadrant of the Town and the Mammoth Creek Drainage Area located in the south central portion of the community (see Figure 52). Murphy Gulch is a seasonal stream and has very little or even no flow during dry months but does carry significant runoff volumes during the spring snow melt, as well as during heavy rainfall periods. Murphy Gulch eventually joins with Mammoth Creek just west of the Highway 395 and S.R. 203 intersection, 2.5 miles east of the developed portion of the community.

High Hazard Flood Zones include property within 100 year flood plains, flash flood washes and designated floodways. The Murphy Gulch Area is a designated flood zone by the Federal Insurance Administration (F.I.A.)(1)

Mammoth Creek has an average annual flow of 20 cubic feet per second. Peak 100 year flow however, is estimated at about 550 cubic feet per second. Flows this high may expose developed portions of the Mammoth Lakes Community to flooding.(2) A special study of the flooding potential of Mammoth Creek is being prepared through the Federal Emergency Management Agency (FEMA) insurance program and appropriate measures included in the Town Development Code to reduce any potential flood hazard.

Fire Hazard - The Mammoth Lakes Fire Protection District provides fire protection to the Mammoth Lakes and Lakes District as well as responds to structural fires in Camp High Sierra(3) and in the Mammoth Mountain Ski Area which lie outside the Fire District boundaries. The Mammoth Lakes Fire Protection District includes approximately 3,000 acres of mountain resort area in and around the Mammoth Lakes Community, including over 2,500 acres within Mammoth Lakes.

Currently, Fire District personnel consists of a chief, assistant chief and approximately 67 volunteers. Existing equipment includes four engines, one truck company, two squad vehicles (or mini pumps), a rescue van, a State of California emergency vehicle engine and several miscellaneous vehicles. The District has an 85 ft. aerial ladder to reach reasonably sized high-rise structures. There are two fire stations located within the District; the main station is located at the corner of Main Street and Forest Trail and a new station and training facility has been built in the Snowcreek area. Also, a satellite fire station is being considered should the District assume fire protection services for the Mammoth Mountain Ski Area which is now included within the incorporated boundaries of the Town of Mammoth Lakes.

(1) Flood Hazard Boundary Maps prepared by Mono Co. on 3/28/78 by F.I.A.

(2) DEIR, Deer Creek Condominium Project, 1982

(3) Owned by the City of Los Angeles

The location and development characteristics of Mammoth Lakes presents unique fire hazard problems, including: the uncertainty of the water supply, the severe winter weather, transience of the residents, road conditions and restricted access to certain areas.

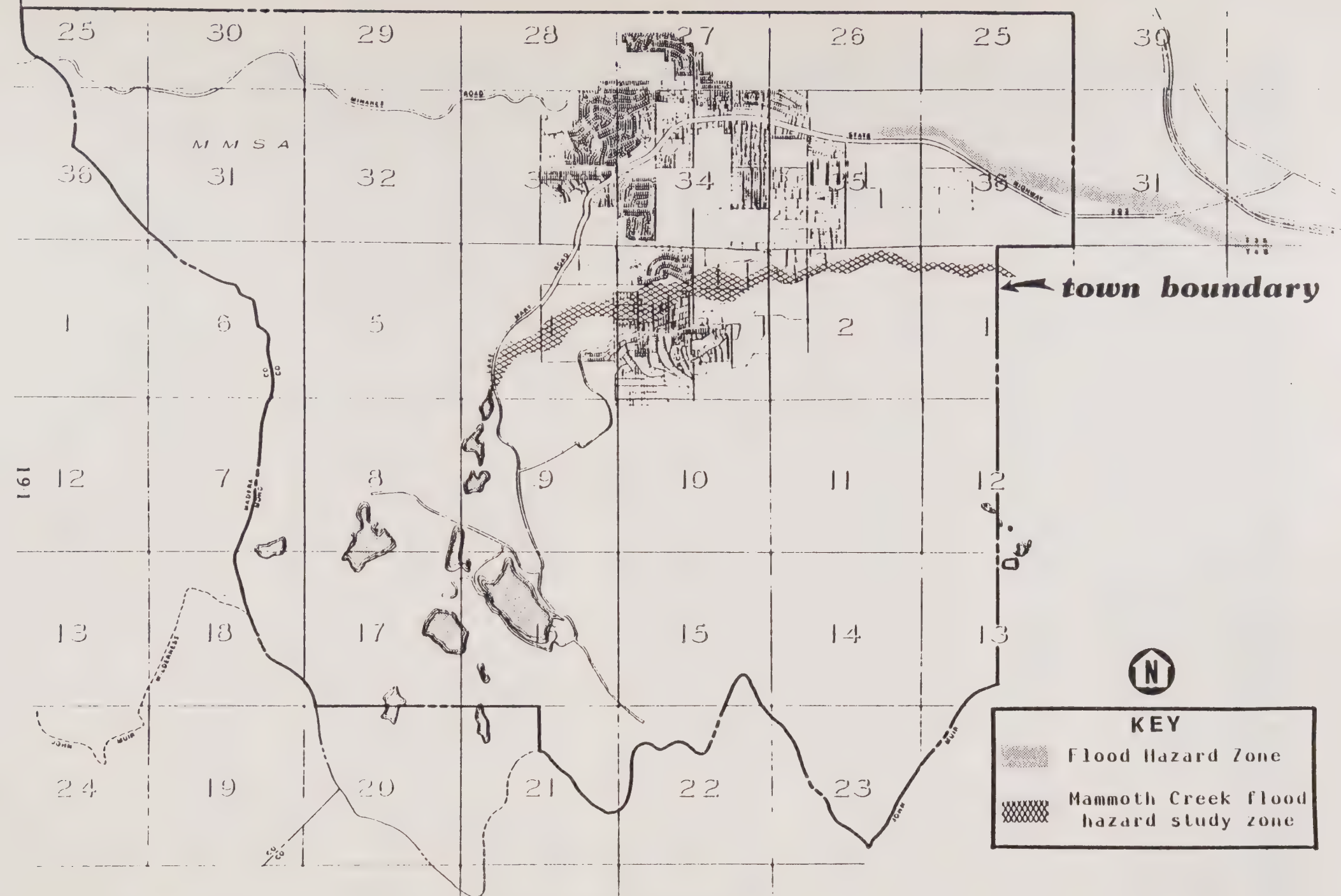


Figure 52

Flood Hazard Areas

Water - The development of an adequate water supply which provides for an acceptable fire flow (i.e., the amount of water that may be needed in any part of the District for fire suppression) is essential. Insurance companies consider water supply a significant factor when setting premium rates for property protection. Presently, the Mammoth County Water District is limited to drawing specified amounts from lakes and wells and other sources of water. These sources do not produce enough water to supply potential increase in population and development. Further, the existing water supply can be threatened by stoppage at water sources and breaks or damage to watermains in some areas. Some of the existing mains are only 6 inches and too small in diameter to deliver sufficient water for fire-suppression without resulting in damage to the main. Recommended main diameters are 12 to 16 inches. The Mammoth County Water District has been steadily upgrading the water supply system to better accommodate fire suppression needs including construction of a 2 million gallon tank in the Lakes Basin Area and a 1 million gallon tank in the Knolls Area.

Severe Winter Weather - Mammoth Lake winters can produce 12 to 20 feet of snow, and a single storm can immobilize traffic for days. Access to many parts of the community may be blocked and some areas are not plowed. The Old Mammoth District can be isolated from fire services, when the only access road is blocked. In a major storm, some local streets may not be plowed for up to several days until primary highways and priority streets are plowed. These access problems reduce the effectiveness of fire suppression and increase fire hazard in Mammoth Lakes.

Road Conditions and Circulation - Poor roadway design and conditions in Mammoth Lakes contributes to the time needed to arrive at a fire. Fire access problems include: illegal parking, uncleared streets, deteriorated pavement, tight curves, narrow and steep streets.

Growth - The permanent resident population in Mammoth Lakes has more than tripled since 1970, from 1,318 in 1970 to 4,117 in 1980, and is anticipated to grow to approximately 8000 in the next 20 years. Of even more importance is the number of people occupying the Town during heavy ski weekends. Presently, the maximum holding capacity of the Town is approximately 30,000 people at one time (PAOT) and this figure is anticipated to increase to approximately 48,000 to 52,000 PAOT within the next 20 years. These figures are for maximum population for short periods usually not exceeding two to three days which occur on major ski weekends and winter holidays. Many of these visitors have no experience with fireplaces, wood stoves and ash disposal. This inexperience has resulted in many fires, especially dumpster fires. A recent education program by the Fire District has reduced the incidence of visitor-related fires and this program should be repeated periodically in the future.

Population Turnover - The average length of residency in Mammoth Lakes(1) is approximately 2.26 years, and about one-

third of the residents have lived in the community for less than one year. This results in a high turnover problem with Fire District personnel.

Financial Constraints - The cost of fire protection has been steadily rising. Available revenues however, which decreased due to Proposition 13 and the subsequent restrictions on the use of property taxes for public services, have been increasing recently due to growth in assessed values of property in Mammoth Lakes. Despite this increase in revenues, costs are escalating more rapidly, thereby requiring the application of mitigation fees for development projects.

The community of Mammoth Lakes has been evaluated and potential fire hazard areas indentified.(2) On the basis of different inherent hazards, the Fire District has determined three hazard categories: 1) most critical, 2) critical, 3) least critical.

Most Critical areas include:

- Commercial laundries and dry cleaning establishments
- Hazardous material storage (propane, explosives)
- Lumber yards
- Inaccessible properties
- Hospitals
- Places of public assembly of over 5,000 square feet
- Densely populated older residential structures

Critical hazard areas include:

- Schools
- Shopping centers
- Small manufacturing plants
- Storage of non-hazardous, but combustible materials
- Two to three story wood frame buildings
- Densely populated condominium and apartment structures

Least critical areas include:

- Single family housing areas
- Undeveloped land.

Additionally, the historically high(3) number of trash and dumpster fires in Mammoth Lakes are considered critical because of the amount of time and manpower needed to extinguish them.

(1) 1976 Mono County General Plan

(2) Mammoth Lakes Fire Protection District Master Plan, 1982

(3) Approximately 35 fires/year

The Fire Prevention Program for the Mammoth Lakes Area is composed of fire prevention, fire suppression and emergency response elements:

-Fire Prevention - Built-in fire prevention such as smoke detectors, sprinkler systems, fire resistant walls, stairways and fire resistant roofs can extinguish or limit the spread of fire. In critical hazard areas which are inaccessible or contain major risks, preventive measures may be the only way to prevent a fire from becoming out of control before Fire District personnel/equipment arrive. Further, it is usually less expensive to install fire prevention methods at the time of original building construction or at the time buildings are being remodeled.

-Code Enforcement Inspection and Design Review - The application of the Uniform Fire Code, Uniform Building Code, state fire laws and court decisions pertaining to fire safety, provides for minimum fire resistive construction. In addition, the Fire Chief and Town have the power to require additional requirements in excess of minimum standards as necessary. Both new construction and remodeling projects come under the fire codes and ordinances. It is difficult, however, to correct existing fire hazard problems, as discovery is nearly impossible. If discovered, the Fire Marshal has the legal power to issue citations.

In addition to fire and building codes, the Town's General Plan and Development Code which regulate transportation, land development and zoning, will help to improve overall fire protection in Mammoth Lakes.

-Public Education - As discussed earlier, a program which informed the public about proper fireplace and woodstove operation has reduced visitor-related fires. A more comprehensive and aggressive public fire prevention program can further help prevent fires. The program should inform the public about proper fireplace and wood stove operation and ash disposal and inform decision makers and the public about the importance of fire safe construction and prevention practices.

-Fire Suppression - Sufficient water and fire equipment is necessary to suppress fires when prevention techniques fail. Fire stations should be close enough to a fire to permit personnel and equipment to arrive within four minutes. The fire suppression staff must be well trained with equipment of the appropriate type and in excellent condition.

-Emergency Response - The Fire District is often called upon to respond to medical emergencies. All members of the department have been trained in cardiopulmonary resuscitation (CPR) and advanced first aid. Complete emergency medical training (EMT), however, is presently too

expensive for the Fire Department. The Fire District now administers the entire County paramedic program and trains the paramedics under a joint powers agreement between the County, the Hospital District and the Town.

-Hazardous Materials - The storage of hazardous chemicals within the District, including the Town of Mammoth Lakes, is subject to control and permit approval by the District. All chemicals designated by the State of California and federal government as hazardous, and any explosives, must be stored outside the area. Major bulk storage of gas, diesel or propane is also prohibited. Propane storage is limited to 2,000 gallons in "a concentration area"(1) by ordinance. Propane systems of greater capacity are allowed upon approval of the Fire District Board.

Chemicals used by laundry and dry cleaning establishments are strictly controlled and the establishments are inspected regularly by the fire district.

Geologic Conditions Hazards - The Community of Mammoth Lakes is bounded on three sides by the western edge of the Long Valley Caldera, which was created 700,000 years ago by a massive extrusion of magma. The Caldera and other unique geological features in the area such as Crystal Crag, Mammoth Rock and Devils postpile, are evidence of the areas geologically violent history.

Topography - The most striking feature of the Town of Mammoth Lakes is its dramatic setting, the topography ranges from approximately 7,800 feet in eastern Mammoth Lakes to over 11,000 feet at the summit of Mammoth Mountain. Slope gradients range from relatively flat terrain in Sherwin Meadows to slopes of 50% or more on Mammoth Mountain (see Figure 53).

Landslides primarily occur in areas with a combination of poorly consolidated material and slopes which exceed 30%. Slopes exceeding 30% are found in portions of the Mammoth Knolls, Westridge Mammoth slopes, and the Old Mammoth (2) Districts. Typical unconsolidated materials include: colluvial deposits, outwash tills, morains, rock glaciers and glaciated uplands. Landslide potential in the Mammoth Lakes area has been evaluated and is further discussed in the Seismic Hazard Section of the Safety Element.

(1) A concentrated area(1) includes any commercial, industrial or builtup area within the District.

(2) Particularly the Bluffs Area.

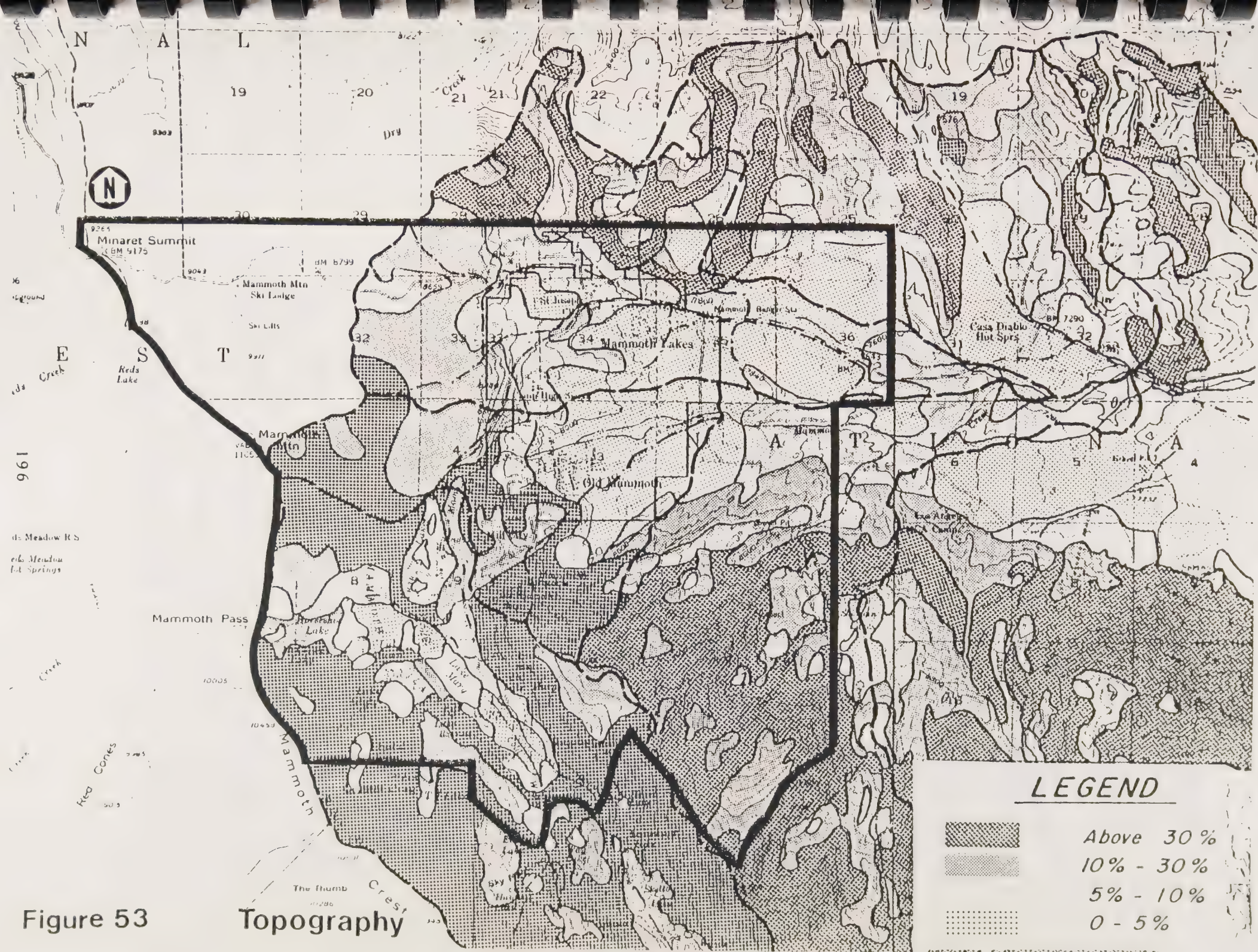


Figure 53

Soils - Soils in Mammoth Lakes are derived from the Long Valley Caldera volcanic activity and pleistocene glaciation.(1) Soils in the planning area include alluvial and colluvial deposits, unconsolidated outwash and till deposits, glaciated granites, pumice, rock glaciers, dissected domelands, dissected flowlands and moraines.

A brief discussion of major land form types is presented in Figure 54. In general, the soils in Mammoth Lakes are sensitive to disturbance by development and have a moderate to high erosion potential.

The Community and surrounding area have been subject to volcanic activity for approximately 3.2 million years. This activity began with the last major rise of the Sierra Nevada and eastern Sierra Nevada escarpment. About 700,000 years ago, the magma chamber under Long Valley erupted, creating the Long Valley Caldera. The eruption was wide spread sending ash and debris as far east as Nebraska, and molton rock as far west as the Central Valley. Molten rock flows from the eruption contributed to the formation of the Inyo, Indian Wells and Antelope Valleys.

General volcanic activities have occured during the past several hundred years.(2) The formation of a resurgent dome in the western part of the Caldera and recent measurements, indicate volcanic forces are still at work in the Caldera.(3)

From 1978 through 1983, the frequency and intensity of earthquakes in the vicinity of Mammoth Lakes has increased, probably due to magma beneath the Caldera, causing the area to bulge with attendant opening fractures. Seismic activity has occured primarily where faults intersect the resurgent dome.(4) Since 1983, seismic activity in the caldera has declined.

(1) Late Wisconsin (Tioga) Period Glaciation, approximately 20,000 years ago.

(2) Mammoth Lakes, Long Valley Microearthquake Project, California Geology, Boylan, 1982

(3) Mono's Changing Geology, Mammoth Publishing Company, 1982

(4) Volcanic history and active Volcanism in California, California Geology, Volume 134

FIGURE 54 (cont.) Landform Descriptions

Symbol	Landform	Description
A	Alluvial	Unconsolidated sediments and detrital material deposited by water transport. Usually below 7,500 feet in flatter terrain.
B	Outwash Till	Undifferentiated glacial outwash and coarse till usually found at 7,500 to 9,500 feet. Associated with moderate to steep terrain.
C	Moraine	Undifferentiated till occurring as scattered knolls or ridges between 7,200 and 9,000 feet.
D	Rock Glacier	Glacial deposits with significant boulder and cobble fractions. Occurs primarily in Sherwin Lakes basin.
E	Lacustrine	Lake bed deposits, including consolidated sandstones, clays, and gravels. Occurs at lower elevations along Hot Creek.
F	Colluvial	Poorly consolidated terrace deposits, slope outwash, and talus occurring at the bases of steep mountain slopes.
G	Pumice	Recent volcanic ash deposits of significant depth occurring in northwestern portions of Basin. Associated with Mammoth Mountain volcanic activity.
H	Mammoth Mountain	Dormant volcano which dominates the westerly portion of the Basin. Moderate to steep slopes covered with pumice and volcanic debris.
I	Glaciated Rimland	Most prevalent general type of landform, includes granitic batholith, volcanics, and complex metamorphic materials modified by glaciation. The Sierra Nevada Range along the entire western, southern, and southeastern rim of the Basin is in this category, including Mammoth Mountain.
J	Glaciated Mountainland	
K	Glaciated Graniticland	
L	Glaciated Volcanicland	
M	Dissected Domeland	Rhyolitic domes and intrusions of recent volcanic origin which generally rim the northern portion of the Basin.
N	Dissected Flowland	Basalt flows, weathered and glaciated, which dominate the lower portion of the Basin floor. Lower reaches of Murphy Gulch and Mammoth Creek traverse this landform near Highway 203 and U.S. Highway 395.

The extent of a volcanic eruption should one occur has been evaluated by the U.S. Geological Survey(1) and the California Division of Mines and Geology.(2) Additionally, the State of California has prepared a Volcanic Hazards Response Plan.(3) Under the various potential locations and intensities of possible eruptions which have been studied, the Town of Mammoth Lakes is either directly within the area affected by ash, falling blocks, tephra and/or pyroclastic surges flows(4) or adjacent to such affected areas.

Volcanic eruptions may or may not be preceded by seismic spasms.(5) While the resident population exposed to volcanic hazards are relatively small, 5000 people presently, and 8000 in approximately 20 years, the present 30,000, and future maximum visitor population which occurs periodically during the winter, places a major strain on local resources should a volcanic event occur.(6) During the winter access roads are limited and may be closed during major winter snow storms for up to two days. Additionally, communications can be easily disrupted during volcanic and seismic activity and shelter in Mammoth Lakes may be insufficient if directly affected by eruption related seismic activity or ash fall. An emergency Volcanic Hazards Response Plan has been prepared by the State of California which sets forth actions to be taken by the Town, federal and state agencies, in response to volcanic activities which could occur.

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- (1) Potential Hazards from Future Volcanic Eruptions in the Long Valley - Mono Lake Area, Geological Survey Circular 877
 - (2) Mono-Mammoth Lakes Volcanic Hazard Planning Scenario, California Division of Mines and Geology
 - (3) California Office of Emergency Services, May 1984
 - (4) A highly mobile flow of ash and other pyroclastic fragments dispersed in hot turbulent gas.
 - (5) p. 1-3, Plan Caldera, May 1984
 - (6) *ibid*, p. 1-10.
 - (7) *ibid*.

Other volcanically active areas similar to Mammoth Lakes are subject to similar ranges of potential activity. Recognition of the potential for volcanic activity in the area, however, assists the Community and other agencies in preparing and updating appropriate emergency response plans.

Seismic Hazards - The Mammoth Lakes area has had a long history of seismic activity and has six known active faults, including the Hilton Creek Fault, Laurel-Convict Fault, Wheeler Crest Fault, Range Front Fault, Inyo Craters Fault, and Sierra Nevada Fault. Seismic activity has also been associated with a resurgent dome located northeast of the Highway 395 and State Route 203 intersection. The dome activity may be due to magma migration deep below the surface.(1) (See Figure 55)

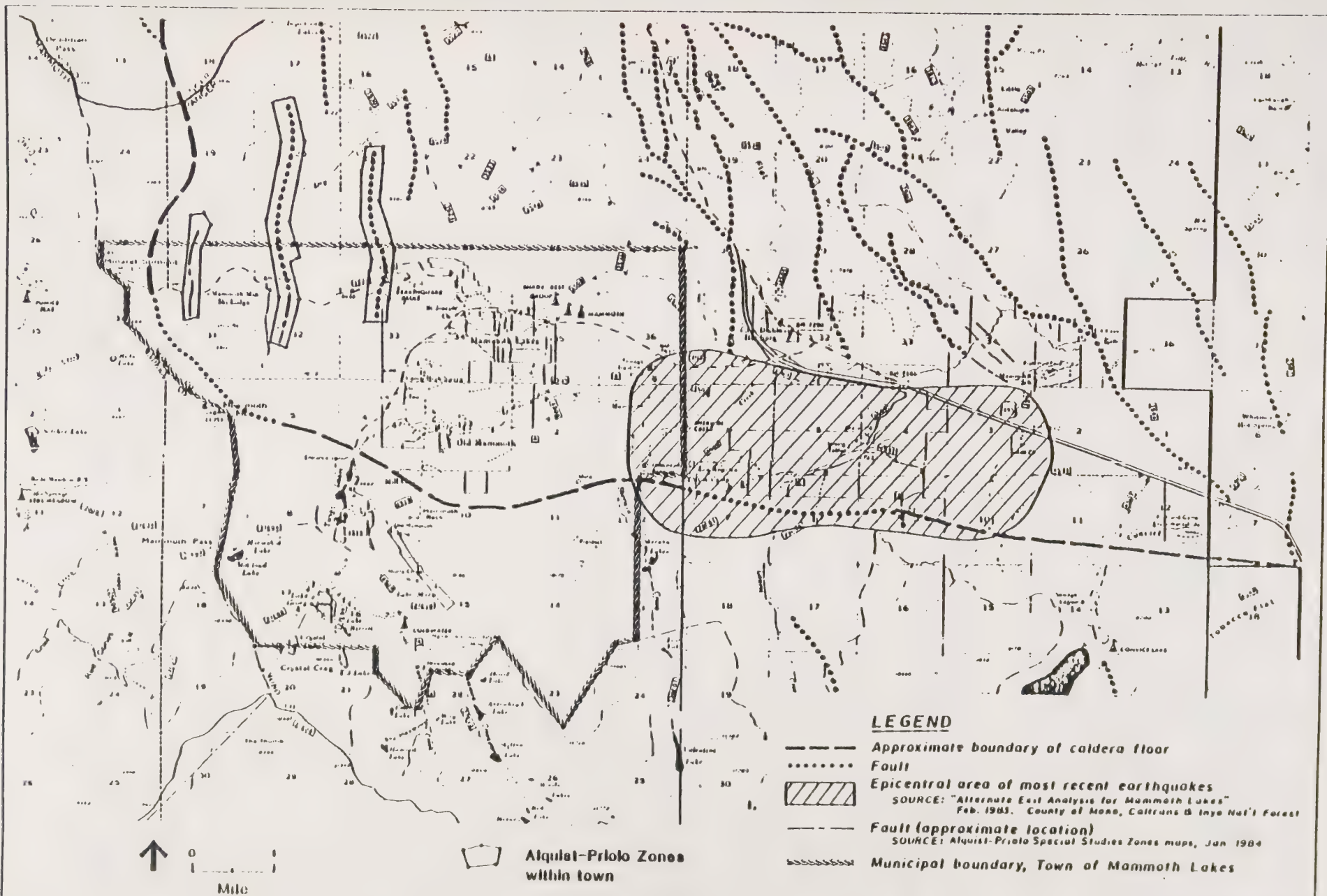
Between 1872 and 1976, twelve earthquakes of 5.0 and 6.0 on the Richter Scale have been recorded in the vicinity of Mammoth Lakes. Most of these earthquakes were centered along the Wheeler Creek and Hilton Creek Faults.(2) The strongest quake in the area, however, was an 8.0 earthquake on the Richter Scale which occurred in 1872. The epicenter of this quake was along the Owens Valley Fault near Lone Pine. (100 miles away)

Seismicity in the Mammoth Lakes area did increase in frequency and intensity during the period from 1978 to 1983 and has decreased since that time. Over 500 quakes occurred in the vicinity of the Town between May 25th and 18th, 1980. Eight of these earthquakes exceeded Richter magnitude 5.0; three of these exceeded 6.1.(3) Structural damage was sustained, including the Mammoth Elementary school. Displacement during these quakes was primarily along the Hilton Creek Fault. Additionally, in 1981, several major earthquake swarms occurred along the Laurel-Convict Fault near the Sherwin Campgrounds.

(1) Source ESA: U.S. Geologic Survey, personal communication with Dave Hill, USGS Geologist

(2) County of Mono Safety Element, 1982 210 %1

(3) An increase of .1 on the Richter Scale equals to a 10 times increase in magnitude.



The Community of Mammoth Lakes may experience considerable seismic activity in the future, due to:(1)

-A high degree of crustal faulting in the Mono Lake and Long Valley area which may lead to the release of tectonic strain by frequent small or moderate earthquakes.

-The present frequent moderate earthquakes and earthquake swarms along the Sierra Front Fault indicate the potential for a large earthquake.

-Movement of magma beneath the Caldera may be the cause of seismic events below the Long Valley Caldera.

The California Division of Mines and Geology considers the maximum credible earthquake magnitude to be 6.5 to 6.75 on the Richter Scale, with a bedrock acceleration of 0.35 for up to 0.35 seconds.(2)

The Town of Mammoth Lakes is within seismic severity zone IV(3) and has an expected modified Mercalli Rating of IX or X at maximum earthquake intensities. The damage expected as a result of earthquake activity in the vicinity of Mammoth Lakes is similar to that expected in other seismically active areas throughout California.

Alquist Priolo Special Study Zone areas are located within the Community, as shown in Figure 55. Under the Alquist Priolo Act, designated fault zones (from inferred or trace fault information), require special studies to determine the on-site extent of the faults prior to development in the zone.

(1) Mono's Changing Geology, Mammoth Publishing Company, 1982

(2) Greensfelder, Roger, 1974, Maximum Credible Rock Acceleration from Quakes in California

(3) Urban Geology Master Plan, 1973 Division of Mines and Geology, CDMG Bulletin No. 198

Secondary hazards associated with seismic activity include liquefaction and slope instability. Liquefaction occurs in areas with shallow ground water and where finer grained sands make up a significant part of the near surface (less than 30 feet) soil section. Within Mammoth Lakes, areas of alluvium and morain material with shallow ground water have liquification potential, see Figure 65. Liquefaction can be described as a quicksand condition in which there is a total loss of foundation support caused usually by earthquake activity. Finer ground alluvium areas subject to liquefaction are in the low areas of the community including Sherwin Meadows, areas to the north and south of Old Mammoth District, and to a lesser extent, an area of shallow ground water near the Meridian Boulevard Curve.(1)

Landslides move under the force of gravity. The nature of the movement is affected by the type of earth materials involved, the internal friction of the slide mass and the slope over which the mass is moving. Triggering events for landslides include:

1. Earthquakes - which directly set the earth mass in motion
2. Heavy precipitation - or abnormal groundwater conditions that reduce internal friction
3. Natural erosion - which may undercut stable slopes and
4. The works of man - which can destroy the natural equilibrium commonly through grading or other earth moving.

Slope stability problems are limited primarily to steeper slopes, particularly those with significant talus accumulations. Figure 56 presents anticipated slope instability in and adjacent to the Mammoth Lakes Community.

(1) P. 107, Mono County Seismic Safety Element - Envicom Corp., 1976



EARTH MATERIALS

- A ALLUVIUM
 M MORaine (CATEGORY "A" FOR EARTHQUAKE SHAKING ZONES)
 B BEDROCK

SLOPE INSTABILITY

THE CATEGORIES BELOW ARE SHOWN AS SUBSCRIPTS OF THE ROCK OR SOIL TYPES "B" OR "M".

MAP SYMBOL (SUB-SCRIPT)	CHARACTERISTICS	RELATIVE SLOPE INSTABILITY
0	RELATIVELY FLAT AREA	NIL TO VERY LOW
1	MODERATE TERRAIN WITH SOME LOCALLY STEEP AREAS	LOW TO LOCALLY MODERATE
2	STEEP TERRAIN WITH INACTIVE OR SLOWLY ACCUMULATING TALUS DEPOSITS	MODERATE TO HIGH
3	VERY STEEP SLOPES WITH ACTIVE TALUS ACCUMULATIONS	VERY HIGH TO HIGH

OTHER HAZARDS

MAP SYMBOL	CHARACTERISTICS	HAZARD POTENTIAL
AL	ALLUVIUM WITH SHALLOW GROUND-WATER	LIQUEFACTION MODERATE TO HIGH
ML	MORAINAL MATERIAL WITH SHALLOW GROUNDWATER	LIQUEFACTION MODERATION TO LOW
MF	MORaine OVERLYING POTENTIALLY FISSURED VOLCANIC ROCKS	UNSTABLE SOIL CONDITION

Source: "Plate VII, Mammoth Area" ENVICOM CORP. 1976

Figure 56

Slope Instability and Liquefaction

Police Services

The Mammoth Lakes Police Department is responsible for most protection services normally associated with a police department. Through mutual aid agreements, the Police Department responds to and is assisted by other law enforcement jurisdictions in specified areas. Among the basic functions of the Mammoth Lakes Police Department are:

1. To investigate crimes committed against persons and property by obtaining necessary evidence, identifying and arresting the perpetrator and cooperating in the prosecution of the case.
2. To facilitate the safe and expeditious movement of vehicular and pedestrian traffic through enforcement of traffic laws, investigation of traffic accidents, direction of traffic to enforce compliance with traffic laws, and to develop driver awareness of the causes of traffic accidents. In the implementation of this function, the department appropriately warns, cites or arrests traffic law violators.
3. To provide assistance and advice in the many routine and emergency situations which develop in a rural community. Saving lives and aiding the injured, locating lost persons, keeping the peace, protecting property and providing for many other miscellaneous needs are basic services provided by the department. To satisfy these requests, the department responds to calls for service and renders such aid or advice as is necessitated or indicated by the situation.
4. To respond to major disasters in the following manner:
 - a. To prescribe the procedure for coordination of alerting, dispatching, and utilization of law enforcement personnel and equipment whenever a local law enforcement agency requires assistance from another jurisdiction.
 - b. To provide for the coordination of law enforcement mutual aid planning and operations at the state, regional, operational area, and local levels and to relate such plans to the overall state plan for disaster and emergency operations.
 - c. To provide for a system of receipt and dissemination of information and data related to such emergency situations as natural disasters or other unusual occurrences, either existing or pending.

The department employs(1) 15 sworn full-time Peace Officers, 1

(1) March 1, 1987

Community Service Officer, 1 Clerk-Dispatcher, and 1 Administrative Secretary. The department's uniformed structure includes 1 Chief of Police, 1 Lieutenant, 3 patrol Sergeants, 10 patrol Officers, and 1 Community Service Officer. Mobilized patrol is provided by the use of 6 marked patrol units which are 4-wheel drive, 4-door, Jeep Cherokees. Each patrol car is equipped with 80-channel mobile radios that have the capability of communicating with numerous surrounding private and public agencies. Under extreme situations, each patrol car is able to perform as a mobile command post.

Finally, the department is involved in the planning and implementation of the Town's Emergency Plan, and is prepared to utilize both local and interagency resources for a coordinated effort against potential hazards to public safety.

FINDINGS, GOALS AND POLICIES

The following section presents the Safety Element findings, goals and policies which comprise the Town of Mammoth Lakes program to improve the safety of its citizens and to reduce the potential damage from the natural hazards affecting the community.

FINDINGS

Avalanche Hazard

1. There are very few snow avalanche hazard areas within the developable portion of Mammoth Lakes.

Snow Shedding

2. Snow and ice cascading from roofs presents a threat of injury to people and damage to property.

Flood Hazard

3. The Town of Mammoth is relatively free of flood hazard with the exception of Murphy Creek which can carry significant runoff volumes during the spring melt and during heavy rainfall periods, and, Mammoth Creek which can carry significant volumes during peak 100 year flow conditions.

Fire Hazard/Protection

4. The existing water supply is insufficient to meet the future fire suppression needs of the Community and some existing water mains are not large enough to provide sufficient water for fire suppression.

5. Access to fires is delayed by poor roadway design and conditions, and is often completely obstructed by unplowed roads.

6. The past and anticipated future growth in visitors who are inexperienced in using fireplaces, wood stoves and ash disposal, has and will cause increases in incidents of fire in the community.

7. The turnover in Town population leads to a high turnover in Fire District personnel increasing the difficulty of maintaining adequate fire services.

8. The incidence of structural fires has declined recently in Mammoth Lakes. However, the projected increase in population and structures are anticipated to increase fire incidence.

9. The available revenues for fire protection have been increasing but have been outstripped by significant increases in fire protection costs, thus increasing the difficulty of maintaining adequate fire protection services for the Community.

Geologic Conditions/Hazards

10. The dramatic topography (i.e., steep slopes) of Mammoth Lakes combined with poorly consolidated soils, leads to landslide potential in the Mammoth Knolls, Mammoth Slopes, Westridge, and Old Mammoth Districts.

11. In general, the soils in Mammoth Lakes are sensitive to disturbance by development and have a moderate to high erosion potential. Additionally, soil conditions in the Snowcreek and Sherwin Meadow areas may require substantial removal of highly organic overburden and fill and compaction of more suitable foundation materials, which could result in topographic modification and soil erosion.

12. The Mammoth Lakes area has experienced volcanic activity within the past 3.2 million years, and magmatic forces are still at work in the caldera in which Mammoth Lakes lies.

13. Potential volcanic activity could result in seismic activity, ash fall, and pyroclastic surges and flows affecting Mammoth Lakes. Problems to be addressed by volcanic hazard planning include: limitations on access during snow storms, increasing visitor populations placing strains on local resources, potential for communication disruption during volcanic events, possible insufficiency of emergency shelters and potential of serious injury or death to numbers of people.

14. An emergency response plan has been prepared for the Mammoth Lakes area to assist the community in the event of volcanic activity.

Seismic Hazards

15. Several active faults affect seismically active Mammoth Lakes area, which can expect earthquakes of 7.0 magnitude on the Richter Scale. Similar earthquake activity is experienced throughout many areas in California.

16. The Area is rated IX or X on the mercalli earthquake rating scale. However, during the period from 1978 to the present, there was no significant damage to structures or facilities within the Town limits.

17. Several Alquist Priolo Earthquake Study Zones are located in Mammoth Lakes area which require special studies to determine the extent of faults prior to development occurring in the zone.

18. The Sherwin Meadows and areas north and south of the Old Mammoth District are possibly subject to liquifaction under seismic loading.

19. During earthquake activity instable slopes described earlier will be subject to movement.

Police Services

20. The Mammoth Lakes Police Department is responsible for assisting in the coordination of law enforcement agencies, dissemination of information and advice, in times of natural disasters or other emergency situations and for providing direct assistance.

GOALS

Overall Goals

1. To minimize loss of life, injury, property damage and natural resource destruction which may result from public safety hazards.

2. To develop a hazard planning program beginning with this Safety Element, and including: 1) hazard planning conditions in the Town Development Code and Ordinances, 2) the Town's participation in emergency planning programs, and 3) coordination of the various agencies providing safety services to the Community.

Avalanche Safety

3. To protect life and property from avalanche hazards.

Snow Shedding

4. To limit hazards to people and property resulting from snow and ice falling from roofs.

Flood Control

5. To prohibit incompatible development in flood areas which could pose a threat to life or property.

Fire Hazard

6. To minimize the incidence of structural fires and minimize loss of life due to fires.

7. To maximize the fire fighting and life saving effectiveness and the efficiency and cost effectiveness of the Mammoth Lakes Fire Protection District.

8. To assure the Mammoth Lakes Fire Protection District has a sufficient water supply and water delivery system to suppress at least two fires at once.

9. To improve the ability to respond to a disaster in the area served by the Mammoth Lakes Fire Protection District.

10. To minimize risks from storage and use of hazardous materials.

11. To assure fire protection is provided to developing land.

Geologic Hazard Safety

12. To protect life and property from soil and geologic hazards.

13. To condition or prohibit development which is proposed for location in geologic hazard areas or in areas having excessive slopes as provided in the Town Development Code.

Volcanic Hazards

14. To participate in volcanic hazard response planning and programs for the Mammoth Lake Area.

15. To minimize the following limitations to volcanic hazard response: access, communication, emergency shelter, and other resource limitations.

Seismic Safety

16. To protect life and property from seismic hazards.

17. To reduce or avoid adverse economic, social and environmental impacts caused by seismic activity.

Police Services

18. To render all available assistance and cooperation in emergency situations to minimize loss of life, injury to persons and damage to property.

POLICIES

Avalanche Safety

1. The Town shall monitor known and potential avalanche hazard areas and identify low, moderate and high hazard zones in the Town Development Code.

2. The Town shall allow only open space or low density seasonal occupancy in high avalanche hazard zones.

3. The Town shall require developers to implement appropriate mitigation measures in avalanche areas through requirements in the Town Development Code.

4. The Town shall post warning signs on roadways subject to avalanche hazards.

5. The Town shall support and encourage actions by the U. S. Forest Service and all commercial ski areas to abate avalanche hazards which impact the Town of Mammoth Lakes.

Snow Shedding

6. To adopt standards in the Town Development Code which will limit hazards to people and property resulting from snow and ice falling from roofs. These standards could include setbacks, roof orientation, roof construction, and other applicable considerations.

Flood Zone Safety

7. No development shall be allowed in Murphy Creek or other flood hazard area and such areas shall be maintained in open space uses which will not contribute to runoff and snowmelt in the hazard area.

8. The Town shall prepare a study of the flood potential of Mammoth Creek and develop appropriate development criteria for inclusion in the Town Development Code.

Fire Protection

9. The Fire District should minimize the incidence of structural fires by: a) regular inspections by the Fire District, b) voluntary residential inspections, c) review of new development and remodeling plans in coordination with the Town's Development Review Procedures, and d) institution of public fire education programs.

10. The Town shall help assure provision of adequate fire protection services by requiring development to conform to Fire District Plans, ordinances and requirements, and, to provide for fire protection personnel and equipment through requirements in the Town's Development Code, subdivision requirements and ordinances.

11. The Fire Protection District should maximize firefighting and lifesaving effectiveness through:

a) development of fire stations, purchase of equipment and increases in personnel commensurate with increases in Town population and development;

b) development and maintenance of fire personnel skills in fire fighting and rescue equipment through development of a training area and drill tower and instruction of fire personnel.

12. The Town shall assist the Fire Department in reducing access and location delays, and in improving fire suppression by requiring:

a) business and house numbers to be visibly posted on each structure;

b) a Fire District review of proposed development and remodelling projects as part of the Town Development Review Process, to assure proposed structures, roads/access and fire prevention proposals are adequate;

c) to the maximum extent feasible, consultation between the Town and Fire District be held before any plans involving street, road, hydrant, water main/supply, or any other improvement affecting fire safety are approved by the Town or submitted for bid;

d) incorporation of appropriate site and structure design criteria in the Town Development Code to reduce fire hazards including: fire preventive building design appropriate building location and spacing, adequate access, etc.;

e) to the maximum extent possible, consistency between the various Town Codes and Fire Codes;

f) a roadway snow removal priority plan based on fire response access to the urbanized areas of Mammoth Lakes during heavy snow conditions.

13. The Town shall help assure water supply and fire flow sufficient to suppress two or more simultaneous fires through requirements in the Town Development Code, including:

a) development project provision of appropriate water main sizes, and hydrants to provide adequate fire flow

b) agreements designating responsibility of installation, inspection and maintenance of hydrants

c) allowing only that development which can demonstrate that adequate fire flow is available to serve the development or alternately other adequate suppression techniques and design have been utilized

14. The Town shall support the inclusion of the entire incorporated area within the sphere of influence of the Mammoth Lakes Fire Protection District through contract provisions or expansion of District boundaries.

15. Within the municipal boundaries, the Town shall support the policies of the Mammoth Lakes Fire Protection District regarding storage of explosives or chemicals listed as hazardous by the state or federal government and shall prohibit the above ground bulk storage of gasoline, diesel or propane fuels.

16. The Town shall support the Mammoth Lakes Fire District Master Plan for Fire Protection.

17. Appropriate pre-hospital emergency care systems shall be identified, developed and maintained to meet the needs of the community and appropriate mitigations shall be imposed upon developments which significantly impact these systems.

Geologic Safety

18. The Town shall require developers to complete a preliminary soils and foundation analysis, and prepare a comprehensive erosion control plan to prevent erosion and siltation of streams in the Community, through conditions in the Town Development Code.

19. The Town shall require detailed geotechnic studies of sites with slopes of 20% or greater, land slide or liquifaction potential, or other potential geotechnic hazards, through requirements in the Town Development Code.

20. The Town shall encourage clustered development in areas with problem soils and other geotechnic problems, through requirements in the Development Code, in order to reduce impact to fragile areas or reduce development exposure to hazard areas.

21. The Town shall encourage grading and foundation plans which minimize excavation. Off-site disposal of soils shall be discouraged, and where excavation is necessary, balanced cut and fill will be encouraged. Further, if excavated soils must be moved off-site, designated borrow pits shall be used and sculpted to fit the surrounding topography. Fill materials shall be extracted from Town designated areas.

22. Soil erosion and soil transport during construction shall be controlled through requirements in the Town Development Code, including:

a) Disturbed soil surfaces covered with mulch or grass until vegetation is re-established and/or permanent surface is overlaid.

b) Minimization of exposed graded areas for extended periods through project phasing.

c) Sprinkling of disturbed soils.

d) Covering, windfencing around or wetting of stockpiled topsoil or dusty building materials.

e) Use of wind erosion construction barriers in sites exposed to wind erosion during construction.

f) Limitation of construction equipment and vehicle speeds to 15 miles per hour on construction sites.

g) Use of sedimentation basins or ponds to prevent sediment reaching streams and the Town drainage system.

23. The Town shall prohibit activities which could potentially devegetate or loosen soil surfaces, unless a comprehensive water and wind erosion control plan is prepared and adopted. Of particular concern are intensive recreational activity areas (such as hiking and horseback riding trails).

24. The Town shall participate in any updating and implementation of hazards response planning including an emergency evacuation facilities plan and training programs.

25. The Town shall require major developments to prepare and Specific Area Plans to address hazard emergencies such as evacuation, shelter, communication issues, etc.

Seismic Safety

26. The Town shall ensure that new development, modernization projects and public works facilities(1) projects will be constructed to reduce structural damage during seismic events through conditions in the Town's Development Code, including:

a) The strict enforcement of the Uniform Building Code sections regarding seismic design, grading and excavation.

b) Upgrading of utilities serving the development to withstand projected earthquake loadings and/or to shut off utility in case of failure (e.g., gas pressure drop valves).

c) Requiring detailed geotechnic studies for development sites with liquifaction, landslide and faulting potential to insure appropriate siting and design is utilized in project development.

27. The Town shall adopt the state criteria for regulating development within the Alquist-Priolo Special Study zones(2).

28. The Town shall designate open space uses for areas which have been identified in EIR's or special studies to present potential hazards which cannot be satisfactorily mitigated to allow for more intensive development.

(1) Includes City, County, and special district projects.

(2) Title 14, Division 6, Chapter 8, Subchapter 1, Article III of California Administrative Code.

29. The Town shall ensure that adequate emergency access is available to evacuate peak populations during emergencies through:

a) Designation of an additional emergency access road alignment(s) to accommodate buildout populations.

b) Completion of the existing roadway system.

c) Encouragement of continued airport improvements to improve its use for emergency evacuation.

30. The Town shall develop an Emergency Plan for Mammoth Lakes which sets forth the responsibilities, functions and operations of the Town government and its interrelationship with other agencies and jurisdictions which provide services during an emergency.

31. The Town shall initiate emergency training programs for Town employees and community volunteers and shall initiate a public education program which advises people on what to do in an emergency.

32. The Town shall utilize interagency agreements (i.e., mutual aid and joint use agreements) and support the consolidation of public safety services where appropriate, in order to establish a more efficient and coordinated emergency service system.

Police Services

33. The Mammoth Lakes Police Department shall monitor existing mobilization plans for effectiveness in responding to emergency situations.

34. The Police Department shall conduct regular disaster training/response exercises to maximize personnel and procedural effectiveness in emergency or disaster situations.

35. The Town shall maintain an adequate police force commensurate with increases in Town population and development.

Noise

NOISE ELEMENT

The quiet alpine character of Mammoth Lakes and the surrounding recreational areas attract both residents and visitors to the community. Growth in recreational activity, however, has increased the number of permanent residents and visitors which in turn has caused increased noise problems in the community.

Presently intrusive noise in Mammoth Lakes is primarily due to automobile and truck traffic and intermittent noises associated with construction, snow removal, chain saws/wood splitting and recreation activities (such as grading, backhoe, hammering, snowmobiles, snow plowing and musical entertainment, etc). As the population in the community grows, so will traffic and other noise related activities.

The purpose of the Mammoth Lakes Noise Element is to establish maximum noise level standards and to set forth control measures to limit or abate noise levels in excess of the established standards. Additionally, noise sensitive locations (such as hospitals and schools, etc.) and community areas presently within the noise standards, are protected through policies in the General Plan.

To accomplish the purpose of the Noise Element, noise contours(1) which quantify noise exposure have been prepared and policies set forth which if implemented reduce the impact of existing and future noise problems. Figure 57, indicates existing day-night average noise level contours(2) in the Mammoth Lakes Area. At a distance from major vehicular noise corridors, the community experiences ambient noise levels of between 45 and 55 dBA, which are generally acceptable for residential and commercial uses.(3) (See Figure 58)

In order to more fully explain the comparative noise impacts of common community activities, a chart of typical noise experiences is presented in Figure 59. The chart compares the noise levels in decibels (dBA) of typical activities.

Current Noise Exposure - The following discusses the current noise environment of Mammoth Lakes:

-
- (1) Graphic representations of noise measurements.
 - (2) Day-night average noise level (Ldn) means the average equivalent A-weighted sound level during a 24-hour day obtained after adding 10 decibels to sound levels in the night before 7 a.m. and after 10 a.m. The Ldn does not measure single event noise impacts.
 - (3) CALTRANS Noise Measurements along Route 203, Route 203 EIR, 1981 between Forest Trail and Water District Sewerage Treatment Plant.

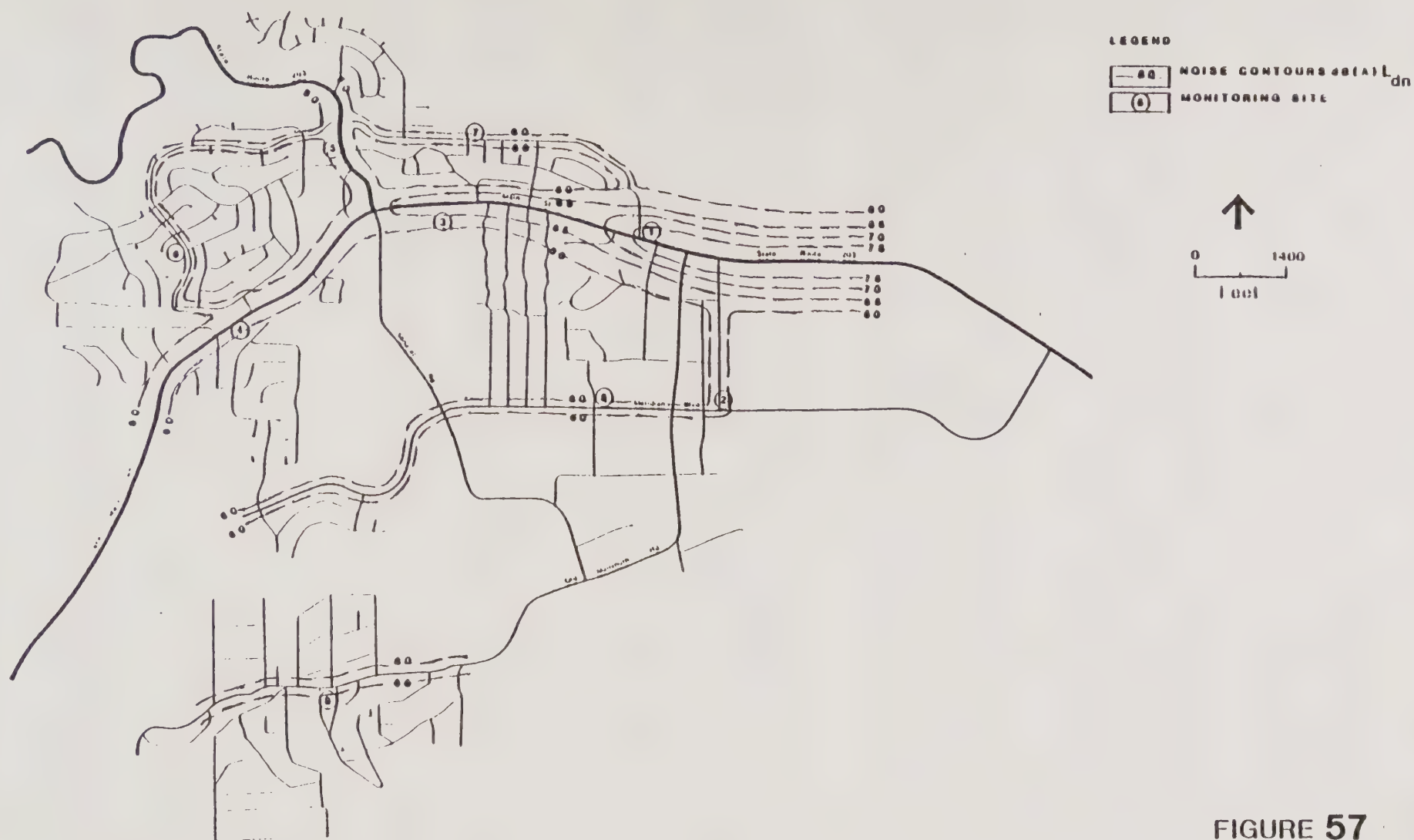






FIGURE 57

Ambient Noise Levels

FIGURE 58

LAND USE COMPATABILITY FOR COMMUNITY NOISE ENVIRONMENTS

LAND USE CATEGORY	COMMUNITY NOISE EXPOSURE L _{dn} OR CNEL, dB						INTERPRETATION
	55	60	65	70	75	80	
RESIDENTIAL – LOW DENSITY SINGLE FAMILY, DUPLEX, MOBILE HOMES							 NORMALLY ACCEPTABLE Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.
RESIDENTIAL – MULTI. FAMILY							
TRANSIENT LODGING – MOTELS, HOTELS							 CONDITIONALLY ACCEPTABLE New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.
SCHOOLS, LIBRARIES, CHURCHES, HOSPITALS, NURSING HOMES							
AUDITORIUMS, CONCERT HALLS, AMPHITHEATRES							 NORMALLY UNACCEPTABLE New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
SPORTS ARENA, OUTDOOR SPECTATOR SPORTS							
PLAYGROUNDS, NEIGHBORHOOD PARKS							 CLEARLY UNACCEPTABLE New construction or development should generally not be undertaken.
GOLF COURSES, RIDING STABLES, WATER RECREATION, CEMETERIES							
OFFICE BUILDINGS, BUSINESS COMMERCIAL AND PROFESSIONAL							
INDUSTRIAL, MANUFACTURING UTILITIES, AGRICULTURE							

CONSIDERATIONS IN DETERMINATION OF NOISE-COMPATIBLE LAND USE

A. NORMALIZED NOISE EXPOSURE INFORMATION DESIRED

Where sufficient data exists, evaluate land use suitability with respect to a "normalized" value of CNEL or L_{dn}. Normalized values are obtained by adding or subtracting the constants described in Table 1 to the measured or calculated value of CNEL or L_{dn}.

B. NOISE SOURCE CHARACTERISTICS

The land use-noise compatibility recommendations should be viewed in relation to the specific source of the noise. For example, aircraft and railroad noise is normally made up of higher single noise events than auto traffic but occurs less frequently. Therefore, different sources yielding the same composite noise exposure do not necessarily create the same noise environment. The State Aeronautics Act uses 65 dB CNEL as the criterion which airports must eventually meet to protect existing residential communities from unacceptable exposure to aircraft noise. In order to facilitate the purposes of the Act, one of which is to encourage land uses compatible with the 65 dB CNEL criterion wherever possible, and in order to facilitate the ability of airports to comply with the Act, residential uses located in Com-

munity Noise Exposure Areas greater than 65 dB should be discouraged and considered located within normally unacceptable areas.

C. SUITABLE INTERIOR ENVIRONMENTS

One objective of locating residential units relative to a known noise source is to maintain a suitable interior noise environment at no greater than 45 dB CNEL of L_{dn}. This requirement, coupled with the measured or calculated noise reduction performance of the type of structure under consideration, should govern the minimum acceptable distance to a noise source.

D. ACCEPTABLE OUTDOOR ENVIRONMENTS

Another consideration, which in some communities is an overriding factor, is the desire for an acceptable outdoor noise environment. When this is the case, more restrictive standards for land use compatibility, typically below the maximum considered "normally acceptable" for that land use category, may be appropriate.

FIGURE 59

COMPARATIVE TYPICAL COMMUNITY NOISE EXPERIENCES

<u>Intensity dB (A)</u>	<u>Subjective Impression</u>	<u>Community (Outdoor)</u>	<u>Home or Industry (Indoor)</u>
130	Uncomfortably Loud	Military jet takeoff (130)	Oxygen torch (121)
120		Turbofan aircraft takeoff @ 200' (118)	Riveting machine (110) Rock n'Roll Band (108 - 114)
110		Jet flyover @ 1,000' (103)	
100	Very Loud	Power mower (96) Boeing 737, DC-9 @ 6080' (97), motor- cycle @ 25' (90)	Newspaper press (97)
90		Car wash @ 20' (89) prop-plane flyover @ 1000' (88), diesel truck, 40 mph @ 50' (84), diesel train, 45 mph @ 100' (83)	Food blender (85) Milling machine (85) Garbage disposal (80)
80		High urban ambient (80), passenger car, 65 mph @ 25' (77), freeway noise 50' from pavement edge, 10 a.m. (76 +), downtown traffic (70)	Living room music (76) TV-Audio, Vacuum (70)
70	Quiet		Cash Register @ 10' (65-70), Electric typewriter @ 10' (64) Urban resident (65)
60		Air conditioning unit @ 100' (60)	Conversation (50)
50		Large transformers @ 100' (50), Bird calls (44)	Drafting office (50)
40	Just Audible (dB(A) scale interrupted	Lower limit urban ambient (40)	Suburban neighborhood (40) Private office (35)
10			
		Threshold of Hearing	

Vehicular Noise - The major long-term noise source in Mammoth Lakes is automobile, bus and truck traffic. Presently, only Main Street, east of Minaret Road generates noise above 65 dBA. Noise levels of up to 75 dBA are currently experienced at the intersection of Old Mammoth Road and Main Street, and are primarily due to the acceleration and deceleration of vehicles.

Noise levels of 60 dBA are experienced along most major community arterials, including Lake Mary Road, Meridian Boulevard, Forest Trail, Sierra Park Road, and portions of Old Mammoth Road. (Refer to Figure 57). Generally, protracted exposure to noise levels exceeding 60 DBA result in an uncomfortable environment where normal speech becomes more difficult to understand and persons begin to feel general discomfort. Average noise levels at 50 feet from various types of vehicles are shown in Figure 60.

Aircraft Noise - The Mammoth/June Lakes Airport is located approximately five miles east of the Town's jurisdictional limit. Presently, the airport has approximately 103 daily operations, primarily by single engine aircraft. A commercial turbo-prop also provides limited services.

Existing airport noise does not contribute substantially to either single event or the ambient noise environment in Mammoth Lakes. Emergency helicopters using the helipad at the Mammoth Hospital, however, occasionally expose the community to direct aircraft noise emissions. Average aircraft and helicopter noise levels are shown in Figure 60.

Recreational Noise - Recreational vehicle noise results from the use of snowmobiles in the winter and motorcycles on dirt trails and at the Sherwin Lakes Motorcross Course in the summer. Additional recreational related noise includes the playing of music, live, recorded and on the radio. Noise levels associated with recreation activities are shown in Figures 59 and 60.

Building Construction - Noise emissions due to construction in Mammoth Lakes is a usually temporary and occasional source of annoying noise. Figure 61 presents typical noise levels associated with construction activities. Use of power construction equipment, such as graders, backhoes, trucks, cranes, mixers and high-impact hand tools generate noise levels up to 91 dBA at 50 feet. As indicated in Figure 68, noise levels exceeding 60 dBA can interfere with normal conversation and can annoy adjacent land occupants.

Other Noise Sources - Additional noise sources in Mammoth Lakes includes wood lot activities in various parts of Town and geothermal development activities at the Casa Diablo Hot Springs. A wood lot generates typical intermittent noise levels of 72 to 82 dBA (see Figure 60).

FIGURE 60

AVERAGE EMITTED NOISE LEVELS (dB)

<u>From 50 Feet</u>	
Automobile	
Standard sedan	64 - 76
Compact	70 - 80
Sports car	80 - 87
Pick Up Truck	70 - 85
2 - 3 Axle Truck	80 - 89
4 - 5 Axle Truck	85 - 95
Bus	70 - 87
Motorcycle	
350 CC	64 - 85
350 CC	74 - 95
Trail Bike	80 - 105
Snow Mobile	70 - 105
Chain Saw	72 - 82
Aircraft (from 1,000 feet)	
Single Engine Prop	72 - 85
Multi Engine Prop	75 - 86
Commerical Prop	79 - 87
Executive Jet	84 - 95
Turbine Light Utility Helicopter	69

Source: California Transportation Plan issue Paper II, Part III, Noise 7176

FIGURE 61

TYPICAL CONSTRUCTION NOISE

<u>Construction Phase</u>	<u>Activity</u>	<u>Equipment</u>	dBA (Leq)		
			@ 50'	@ 100'	@ 200'
Initial Grading and Utility Preparation	Grading	Trucks	91	86	81
		Cats	85	80	75
		Scrapers	88	83	78
		Graders	85	80	75
		Loaders	79	74	69
		Compactors	81	76	71
		Trencher	85	80	75
		Backhoe	85	80	75
Construction	Excavation	Backhoe	85	80	75
		Truck	91	86	81
		Compressor	81	76	71
		Loader	79	74	69
		Jack Hammer	88	83	78
		Rock Drill	98	93	88
	Concrete & Framing	Truck	91	86	81
		Saw	78	73	68
	Finish	Truck	91	86	81
		Lift	80	75	70
Clean up & Landscaping		Broom	80	85	70
		Trencher	85	80	75
		Compressor	81	76	71

Source: Bolt, Beranek and Newman, 1971
Noise From Construction Equipment

Noise Sensitive Land Uses - Noise sensitive land uses include the school facility and hospital located in the Gateway District along Sierra Park Road and the Valentine Reserve in the Old Mammoth District. Additionally, three sensitive wilderness areas in the vicinity of Mammoth Lakes include: the John Muir and Ansel Adams wilderness areas and roadless areas of the Inyo National Forest.

Current Noise Exposure - Land uses along Main Street and major arterials are exposed to noise levels greater than 60 dBA, as shown in Figure 57. Approximately 510 individuals or about 10% of the permanent population are presently experiencing noise levels in excess of 60 dBA.

Future Noise Exposure - The following presents a discussion of the anticipated future noise environment of Mammoth Lakes.

Future Vehicular Noise - Increased traffic volumes on major collector streets will increase the vehicular noise impact areas (see Figure 62). The noise impacted areas shown in Figure 66, will expand in size from 2 to 14%. Additionally, the completion of one roadway link in Mammoth Lakes (e.g., the completion of Minaret Boulevard from Main Street to Meridian) will expose formerly quiet areas to vehicle noise.

The increase in traffic is primarily due to increases in Skiers-At-One-Time (SAOT) within the community and the commensurate growth in visitor and permanent housing, commercial, service and industrial uses. Very few project-specific on-site noise mitigation will reduce the cumulative affect of vehicular traffic on Mammoth Lakes noise environment. A comprehensive community wide program for noise reduction is therefore necessary, and is presented in the Findings, Goals and Policies Section of the Noise Element.

Future Construction Noise - Building construction in Mammoth Lakes is projected to continue into the foreseeable future. As the development density of the community increases, noise complaints from construction activity will increase proportionately. Presently, the Town of Mammoth Lakes abates construction noise through the application of existing County Noise Ordinances(1). As part of the Town's program to establish a General Plan and implementing ordinances, the existing County Ordinances will be modified to address the projected increase in construction activity noise. Goals and policies which address these modifications are presented in the Findings Goals and Policies Section of the Noise Element.

(1) County Ordinances 79-479 and 789-478.

Future Recreation-Related Noise - The Land Use Element of The Mammoth Lakes General Plan, projects an increase in the amount of recreational activities, both summer and winter, and a commensurate increase in residential development, both for visitors and permanent residents. This increase in visitors and residents will have attendant increases in noise due to increased recreational vehicle use, live and recorded music, appliance noise and loud voices. A number of development performance measures can be utilized to reduce these recreation related noise sources, and are presented in the Findings, Goals, and Policies Section of the Noise Element.

FIGURE 62

PEAK HOUR VEHICLE NOISE ON SELECTED ROADS a/b/

<u>Road Segment</u>	<u>NOISE LEVEL AT CURBSIDE (dBA)</u>			<u>DISTANCE TO 60 dBA CONTOUR LINE (ft.)^{c/}</u>		
	<u>Existing</u>	<u>Proposed</u>	<u>Net Change (1%)</u>	<u>Existing</u>	<u>Proposed</u>	<u>Net Change (%)</u>
Hwy 203 East of Old Mammoth Road	66	68	103	60	95	158
Hwy 203 between Old Mammoth Road and Minaret	61	64	105	19	37	195
Minaret	57	62	109	0	24	--
Proposed Extension of Minaret	45	64	142	NA	37	NA
Meridian Boulevard between Old Mammoth and Minaret	56	64	114	0	37	--
Old Mammoth Road between Hwy 203 and Meridian	61	62	102	19	24	126
Minaret Road between Meridian and Old Mammoth Road	45	64	142	NA	37	NA
Meridian from Minaret to Majestic Pines Road	53	64	121	0	37	NA

a/ Based on steady-speed travel on road segments between intersections. For some streets start-up noise at intersections is substantial, and noise measurements made near these intersections may differ substantially from calculated noise levels.

b/ Noise estimates based on U.S. Department of Transportation, Federal Highway Administration, 1977, FHWA Highway Traffic Noise Prediction Model.

c/ Assuming no barrier attenuation by structures along the street frontage. Where commercial and residential structures create a solid noise wall along a street segment, this would attenuate traffic noise at ground level by over 10 dBA.

- d) Use of smaller openings and double glazing.
- e) Locating berms and vegetative barriers to screen noise sources.
- f) Sound insulation of residential and noise sensitive structures to noise levels compatible with the use. Noise audits should be funded by project sponsors where existing and/or projected exterior development noise levels are 55 dBA (Ldn) or greater. Noise insulation of new multi-family dwellings constructed within 60 db (Ldn) contours is required under state law.(1)

6. The Town shall prohibit the development of noise incompatible land uses unless potential noise impacts are adequately mitigated, in accordance with requirements in the Town Development Code and in applicable environmental documents.

7. Noise sensitive land uses (i.e., hospitals, schools, nursing homes, etc.) shall be protected away from high noise uses.

8. The Town shall only permit development which is compatible with projected noise levels along major traffic arterials through application of conditions in the Town Development Code. As noise impacts along Main Street, Minaret Road and Meridian Boulevard are anticipated to expand substantially, land uses along these and other major thoroughfares which are not compatible should be discouraged through incentives and disincentives in the Town Development Code.

9. The Town shall institute a Noise Mitigation Program to address Community-wide noise problems such as traffic noise along major thoroughfares and intersections. Developers may be assessed fees in proportion to the incremental effect of their project, or the project may be conditioned to accomplish required mitigation, including:

- a) Appropriate noise barriers (walls, berms and vegetative noise barriers) along noise generating(2) road segments adjacent residential development and sensitive receptors.

- b) New intersection design, signaling and signing improvements to reduce stopping and starting noise.

- d) Participation in the funding of transit services and facilities.

(1) Section 1092 of Title 25 of the California Administrative Code.

(2) Due to high speed, grades, stopping/starting.

10. The Town Development Code shall require an acoustical analysis(1) for:

a) All noise-sensitive projects, and any residential land divisions, residential development and structural remodeling projects in areas exposed to noise levels of 55 dBA (Ldn level) or greater as delineated in this Element and/or in an appropriate environmental document.

b) Projects which typically generate an LdnCNEL(2) of 60 dBA or greater for more than 30 minutes during any hour and are being proposed outside of the 60 dB (Ldn) contour or adjacent to a noise sensitive land use (school, hospital) or residential unit.

11. The Town shall enforce through the Town Development Code and other ordinances provisions of:

a) Title 25, California Administrative Code which pertains to multi-family dwelling noise standards, and

b) Appendix Chapter 35 - Sound Transmission of the Uniform Building Code regarding single family dwelling noise standards.(3)

c) Section 38365(a) of the State Vehicle Code requiring off-road vehicles (O.R.V's) to be equipped with a muffler to reduce noise to an acceptable level.

12. The Town shall incorporate the following noise design criteria into the Town's Development Code:

a) Residential structures shall be sound-insulated to an interior noise level of 45 dBA, Ldn or less with the doors closed.

b) Office and retail commercial structures shall be sound insulated to an interior noise level of 55 dBA, Ldn.

(1) Acoustic analysis shall be performed by a qualified acoustic consultant and include a site specific noise contour map, and mitigation measures to reduce noise exposure below 60 dBA.

(2) CNEL means Community Noise Equivalent Level. The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of five decibels to sound levels in the evening from 7 p.m. to 10 p.m. and after addition of 10 decibels to sound levels in the night before 7 a.m. and after 10 p.m.

(3) These provisions presently require interior noise levels in residential dwellings of 45 dBA (LdnCNEL) in any habitable room.

13. The Town Development Code shall establish specific maximum noise levels for all areas of the Town and especially adjacent to noise sensitive land uses and shall specify remedies and penalties for abatement and enforcement.

14. The Town shall monitor the improvement and/or deterioration of the Community's noise environment through:

a) The Town Planning Department updating the Noise Element and noise contours in accordance with State Noise Element Guidelines in conjunction with regular updates of the General Plan.

b) Reassessing and improving noise control and mitigation methods when the frequency and severity of noise complaints increases.

15. The Town has assured that the Noise Element and its policies are consistent and compatible with the other Elements of the Town's General Plan by simultaneous development of the General Plan Elements, and the requirement that the Noise Element policies must be incorporated into the appropriate Town ordinances and Development Code.

Land Use Districts

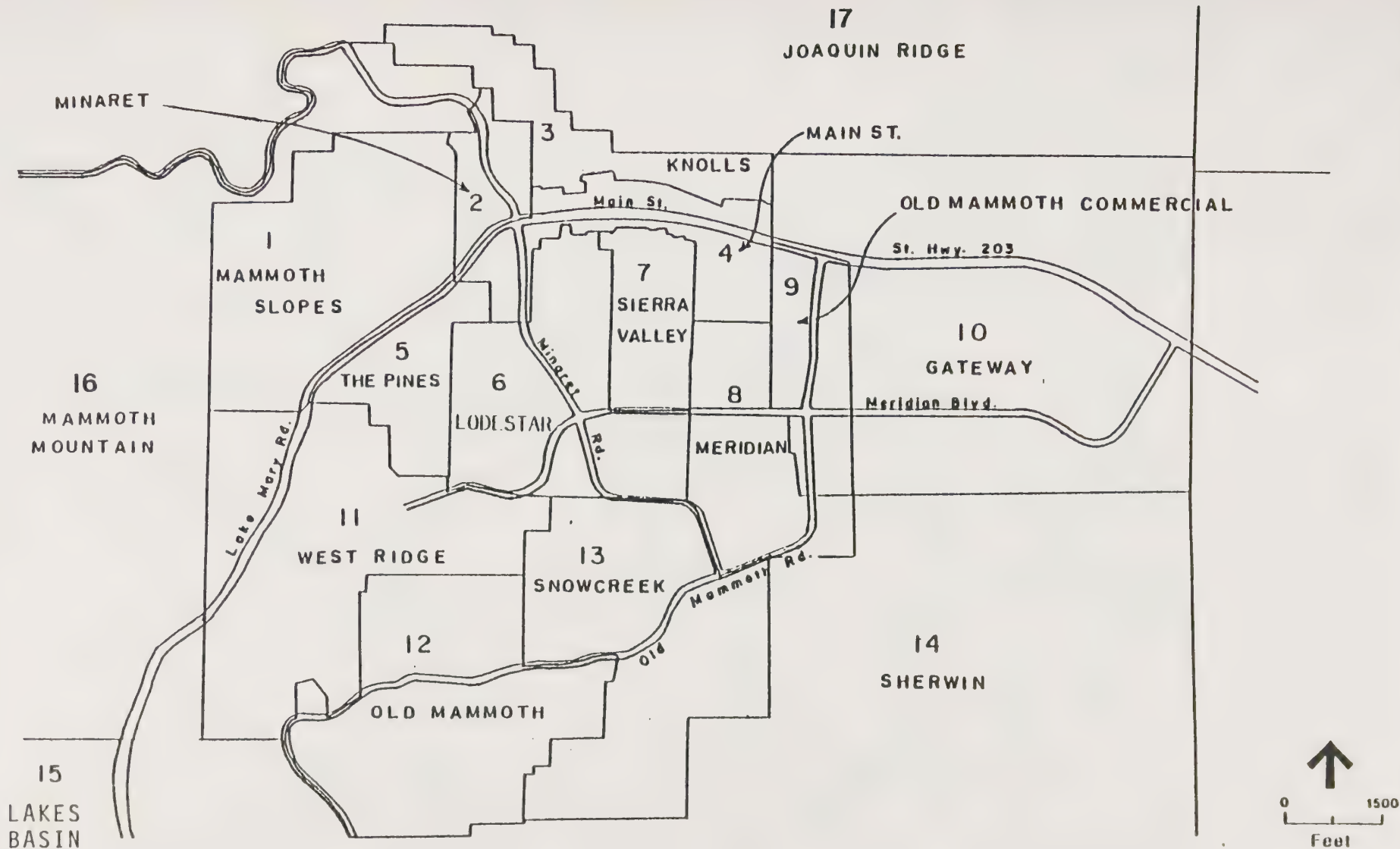
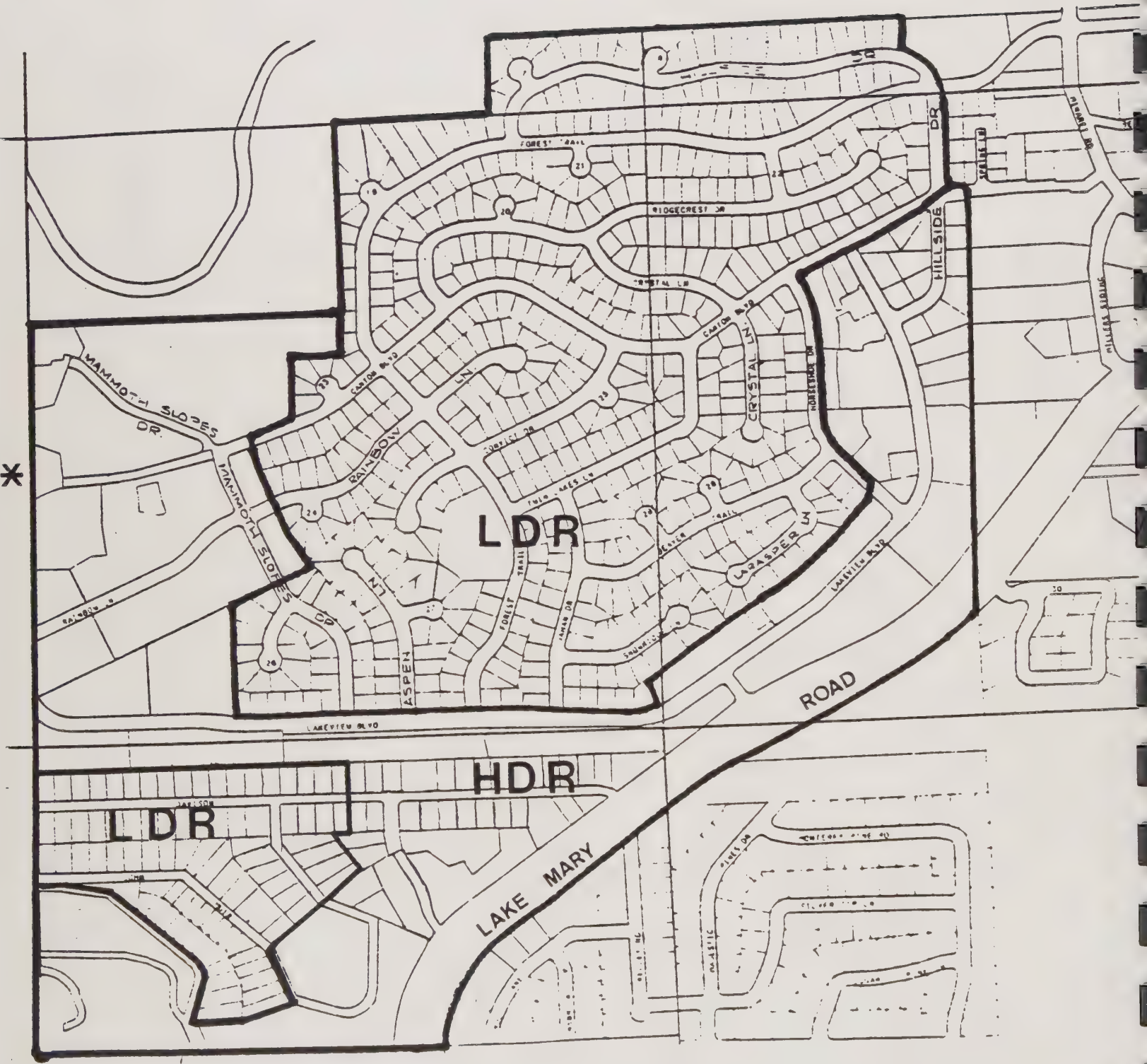
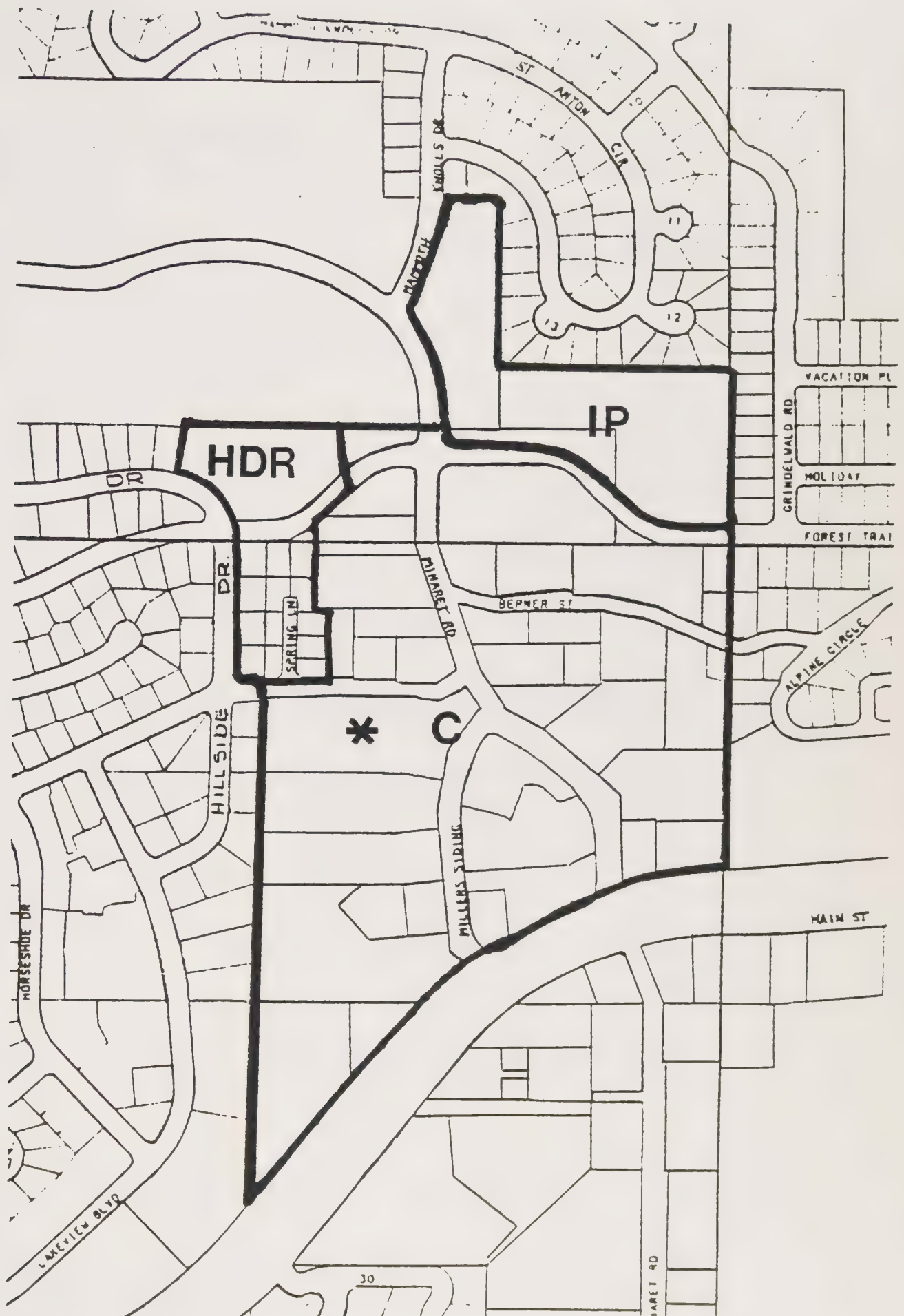


FIGURE 63

Urban Planning District Boundaries



DISTRICT 1 - MAMMOTH SLOPES



DISTRICT 2 - MINARET

DISTRICT 1 - MAMMOTH SLOPES

1. PERMITTED LAND USES

<u>General Plan Designation</u>	<u>Existing Corresponding County Zoning*</u>	<u>General Plan(1) Permitted Development</u>
Low Density Residential (LDR)	= R-1	3 to 5 Units/ac.
High Density Residential (HDR)	= R-3	6 to 12 Units/ac.
Activity Node (*)	= (Warming Hut II is on Public Land	

2. CONSTRAINTS

- A. Steep slopes.
- B. Drainage/erosion problems.
- C. Inadequate parking and pedestrian access, traffic congestion.
- D. Critical fire hazards in Timberridge area.
- E. Scenic roads.
- F. Avalanche/landslide hazards.

3. IMPLEMENTATION PLAN

- A. Conformance to hillside conservation policies in the General Plan and development standards in the Town Development Code.
- B. Drainage improvements and requirements as specified in Storm Drainage Master Plan, Conservation and Open Space and Safety Elements and Town Development Code.
- C. Public transit, improvement of Canyon Blvd., park and ride to Warming Hut II, and construction of base facilities at Chair 15 will relieve Warming Hut II congestion.
- D. Restricted development in critical fire hazard areas, utilize fire preventive techniques in new development.
- E. Long-term goal is to eventually eliminate on-street parking through provision in the Town Development Code.

4. SPECIAL PLANNING OPPORTUNITIES

- o Overhead transit between Warming Hut II and Minaret commercial area. Easement to be established.
- o Develop additional facilities at Warming Hut II.

(1) Density ranges designated in Land Use Element of the General Plan. Acreage is gross acreage.

* This zoning is existing zoning of the County of Mono. It is the intention of the Town to prepare and adopt a new Zoning Ordinance following the adoption of the final draft of the Town General Plan.

DISTRICT 2 - MINARET COMMERCIAL

1. PERMITTED LAND USES

<u>General Plan Designation</u>	<u>Existing Corresponding County Zoning*</u>	<u>General Plan(1) Permitted Development</u>
Low Density Residential (LDR)	= R-1	3 to 5 Units/ac.
Commercial (C)	= CH	
High Density Residential (HDR)	= R-3	6 to 12 Units/ac.
Institutional/Public Facilities (IP)		
Activity Node (*)		

2. CONSTRAINTS

A. Road/circulation

3. IMPLEMENTATION PLAN

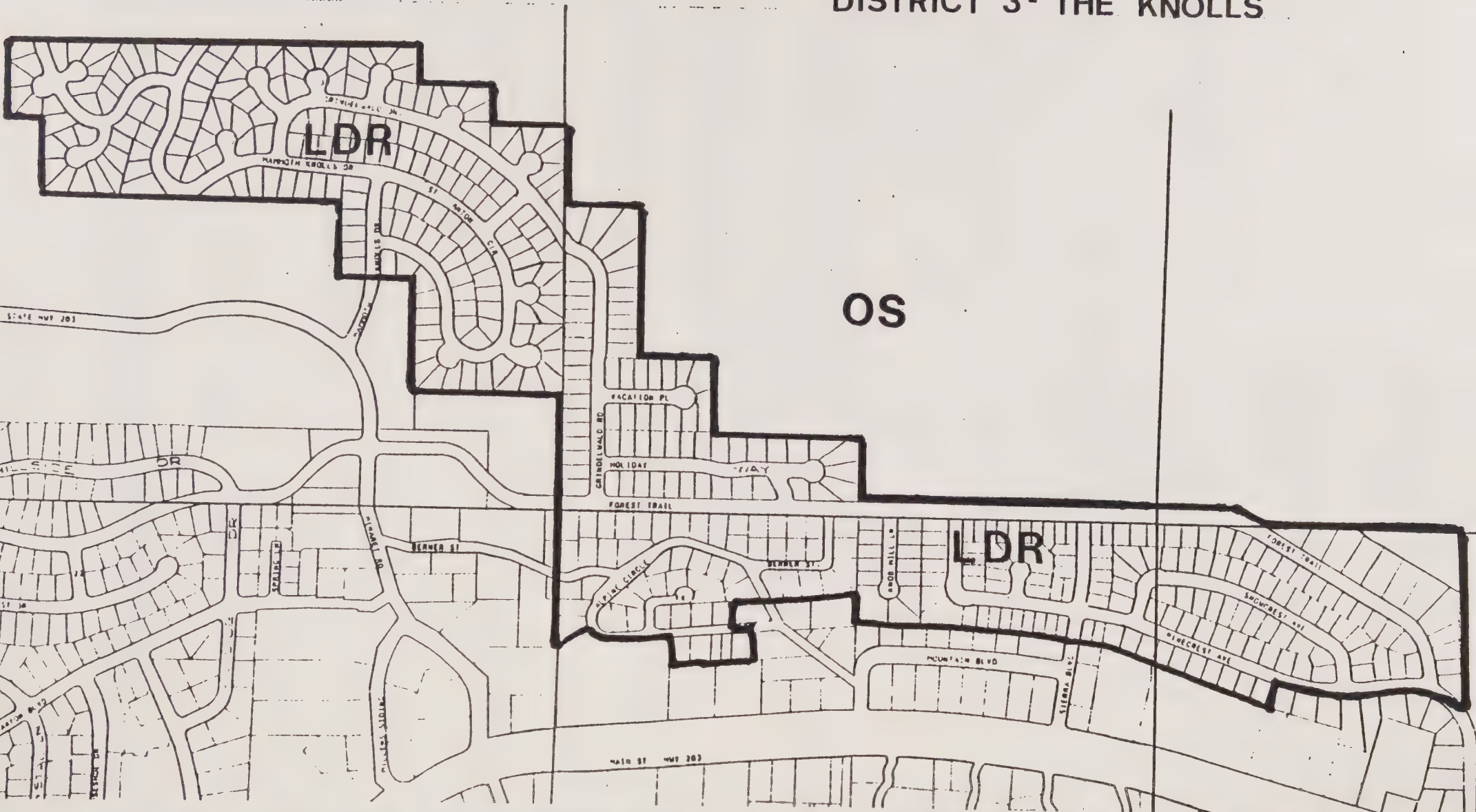
A. Adequate off-street parking, trail/pedestrian path system, completion of Minaret, transit node construction.

4. SPECIAL PLANNING OPPORTUNITIES

- o Specific Plan for development and infill development to achieve architectural unity and invite pedestrian use.
- o Parking structures and overhead transit to connect to Warming Hut II.

* Existing zoning, see District 1.

DISTRICT 3- THE KNOLLS



DISTRICT 3 - THE KNOLLS

1. PERMITTED LAND USES

<u>General Plan Designation</u>	<u>Existing Corresponding County Zoning*</u>	<u>General Plan Permitted Development</u>
Low Density Residential (LDR)	= R-1	3 to 5 Units/ac.

2. CONSTRAINTS

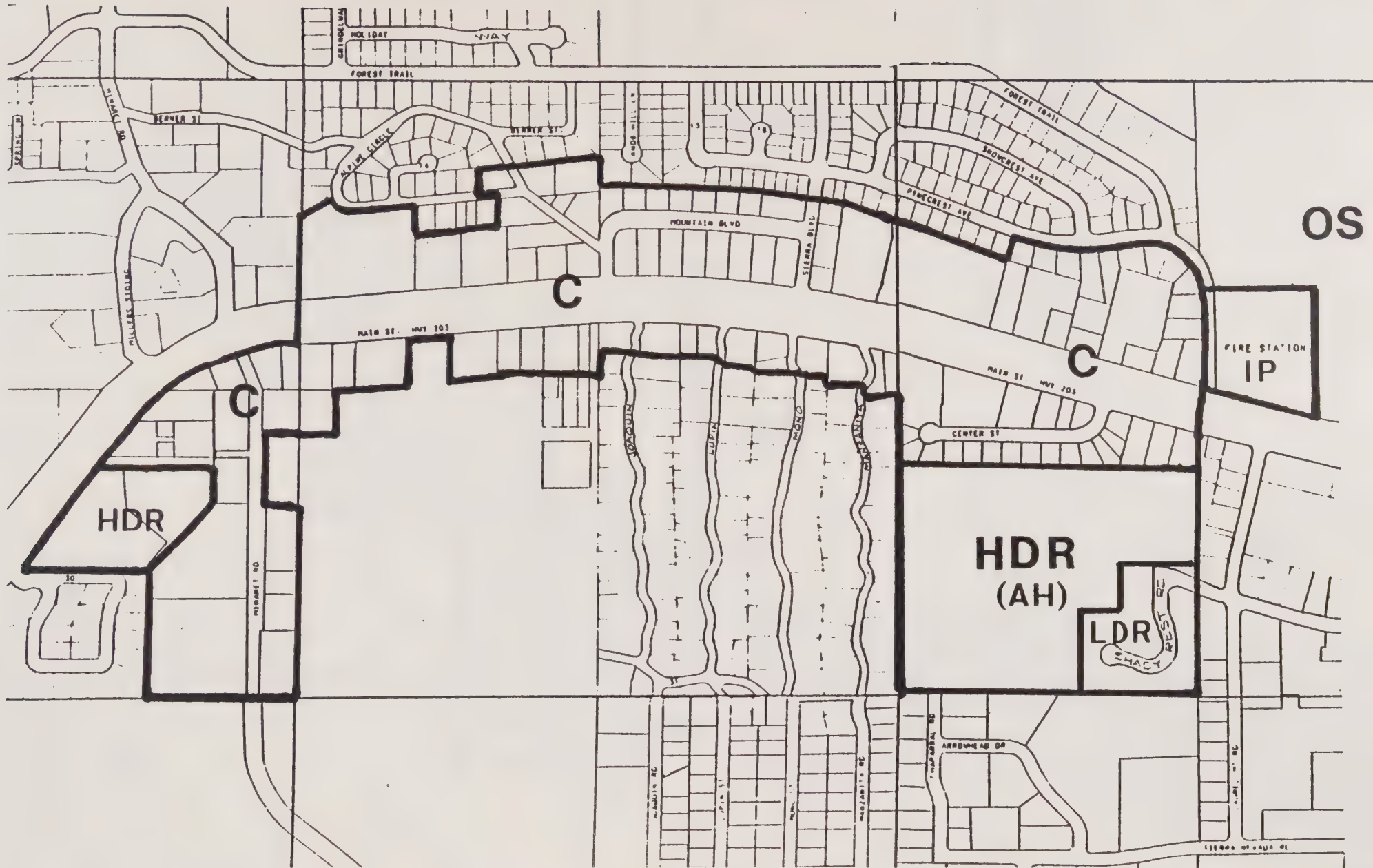
- A. Water pressure for fire fighting.
- B. Roads/circulation

3. IMPLEMENTATION PLAN

- A. Provide adequate water pressure and fire preventative construction measures required for building permit issuance.
- B. Provide bus shelters and improved shuttle service, pedestrian walkways.

4. SPECIAL PLANNING OPPORTUNITIES: NONE

* See footnote District 1.



DISTRICT 4 - MAIN STREET

DISTRICT 4 - MAIN STREET COMMERCIAL

1. PERMITTED LAND USES

<u>General Plan Designation</u>	<u>Existing Corresponding County Zoning*</u>	<u>General Plan Permitted Development</u>
High Density Residential(HDR)	= R-3	6 to 12 Units/ac.
Commercial (C)	= CH	(See Land Use Element)
Affordable Housing (AH)	= AH	12 Units/ac.

2. CONSTRAINTS

- A. Roads/circulation
- B. Drainage/erosion/terrain
- C. Strip Commercial Aesthetics

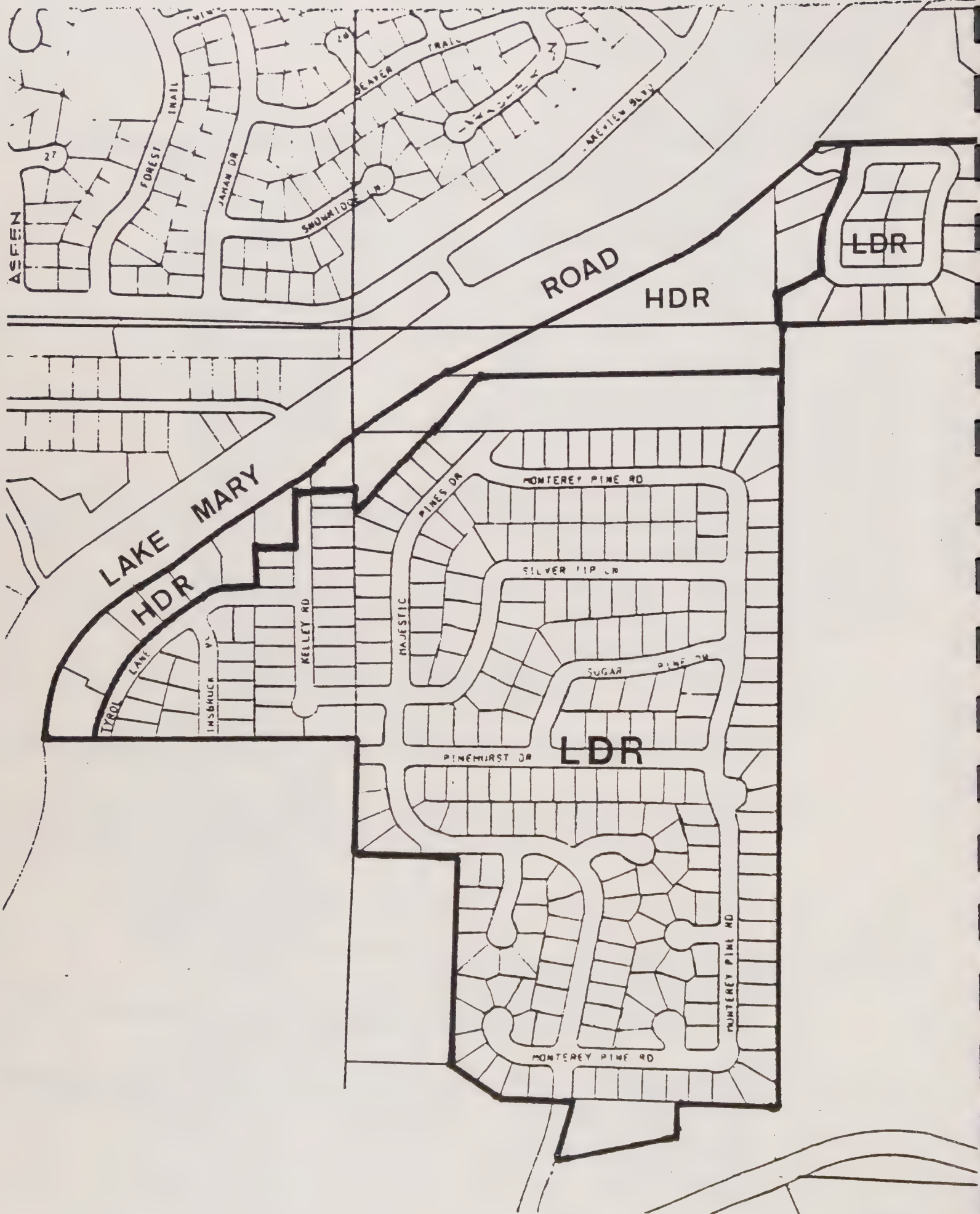
3. IMPLEMENTATION PLAN

- A. Through access between Center Street and Chaparral, bike and trail pedestrian paths and access, common access drives onto S.R. 203, underground parking, adequate snow storage areas, commercial parking area in Shady Rest area.
- B. On-site sedimentation basin, adherence to tree preservation and erosion control guidelines in the General Plan and Town Development Code.
- C. Redevelopment and specila planning for the commercial area setting forth architectural theme, exterior building materials, sign control, coordinated trail/pedestrian system, landscaping theme.
- D. Special planning for the Shady Rest area since this area offers excellen potential as location for low and moderate income rental housing.
- E. Gradual reconversion of Main Street frontages, west of Manzanita to commerical lodging facilities. A "commercial lodging" zone that describes permitted uses and restriction shall be prepared describing permitted uses and restrictions.
- F. Residential development in Shady Rest shall be for primarily affordable housing.

4. SPECIAL PLANNING OPPORTUNITIES

- o Special planning for revitalization commercial strip area as well as for determining land use within Shady Rest area is needed.
- o Create a commercial land bank in order to "trade-out" existing commercia properties/uses along the south side of S.R. 203 thereby relocating some existing businesses.
- o Redevelopment district.

* See footnote, District 1.



DISTRICT 5 - THE PINES

DISTRICT 5 - THE PINES

1. PERMITTED LAND USES

<u>General Plan Designation</u>	<u>Existing Corresponding County Zoning*</u>	<u>General Plan Permitted Development</u>
High Density Residential (HDR)	= R-3	6 to 12 Units/ac.
Low Density Residential (LDR)	= R-1	3 to 5 Units/ac.

2. CONSTRAINTS

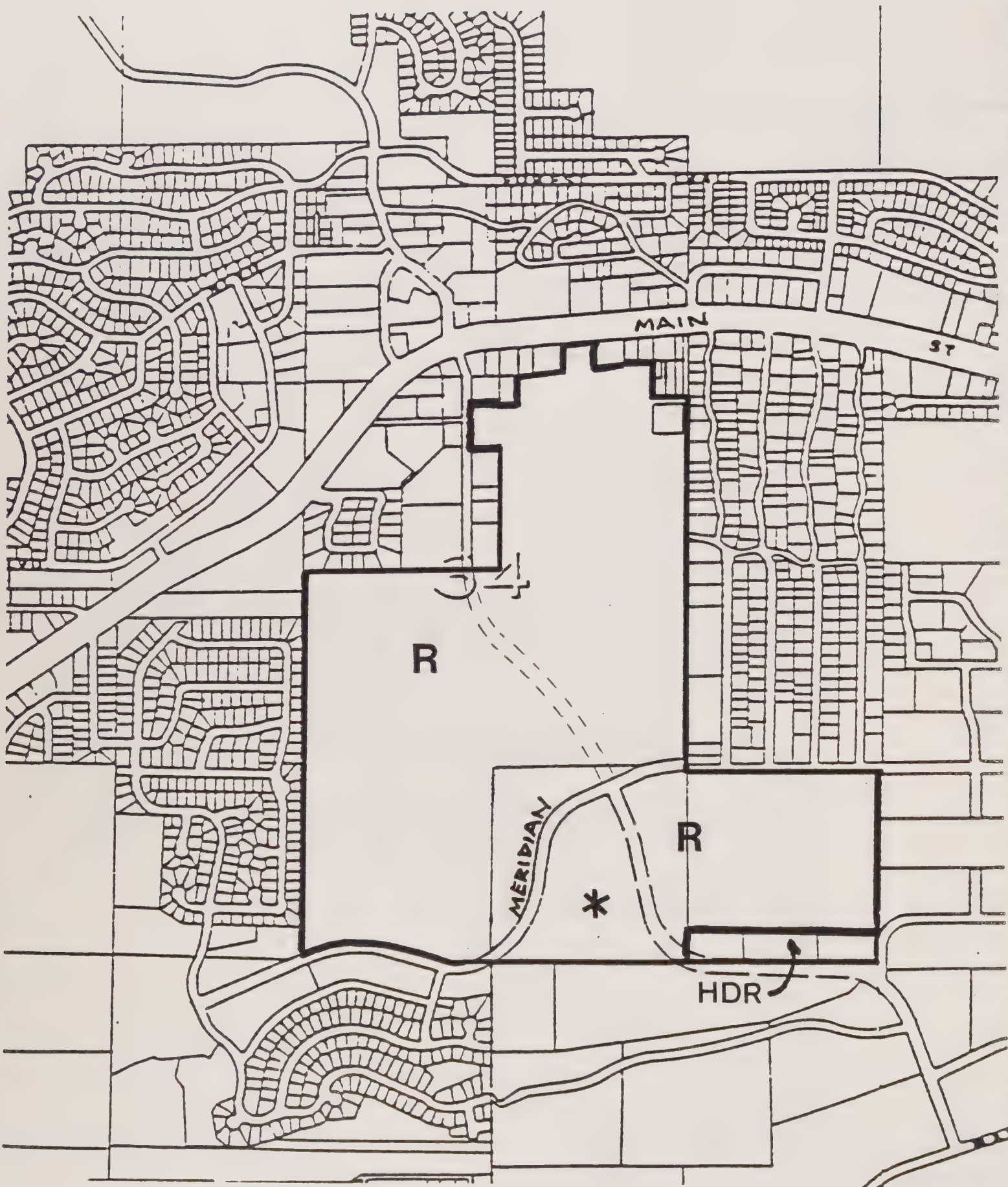
- A. Roads/circulation
- B. Drainage/erosion
- C. Fire Protection
- D. Scenic Roads

3. IMPLEMENTATION PLAN

- A. Adequate on-site residential parking, modification and improvement of Meridian, connection of Majestic Pines Road to Minaret District.
- B. Implement provisions of Storm Drainage Master Plan.
- C. Limit Development in "Most Critical" fire hazard area, require fire preventative construction measures.
- D. Comply with visual conservation goals and policies in the General Plan as part of development plans for areas adjacent to Lake Mary Road.

4. SPECIAL PLANNING OPPORTUNITIES: NONE

* See footnote, District 1



DISTRICT 6 - LODESTAR

DISTRICT 6 - LODESTAR

1. PERMITTED LAND USES

<u>General Plan Designation</u>	<u>Existing Corresponding County Zoning*</u>	<u>General Plan Permitted Development</u>
Resort (R)	= P	6 to 8 Units/ac, Commercial and recreation uses
Activity Node (*)	= CR, P	

2. CONSTRAINTS

- A. Roads/circulation
- B. Service availability
- C. Drainage/erosion
- D. Scenic Roads

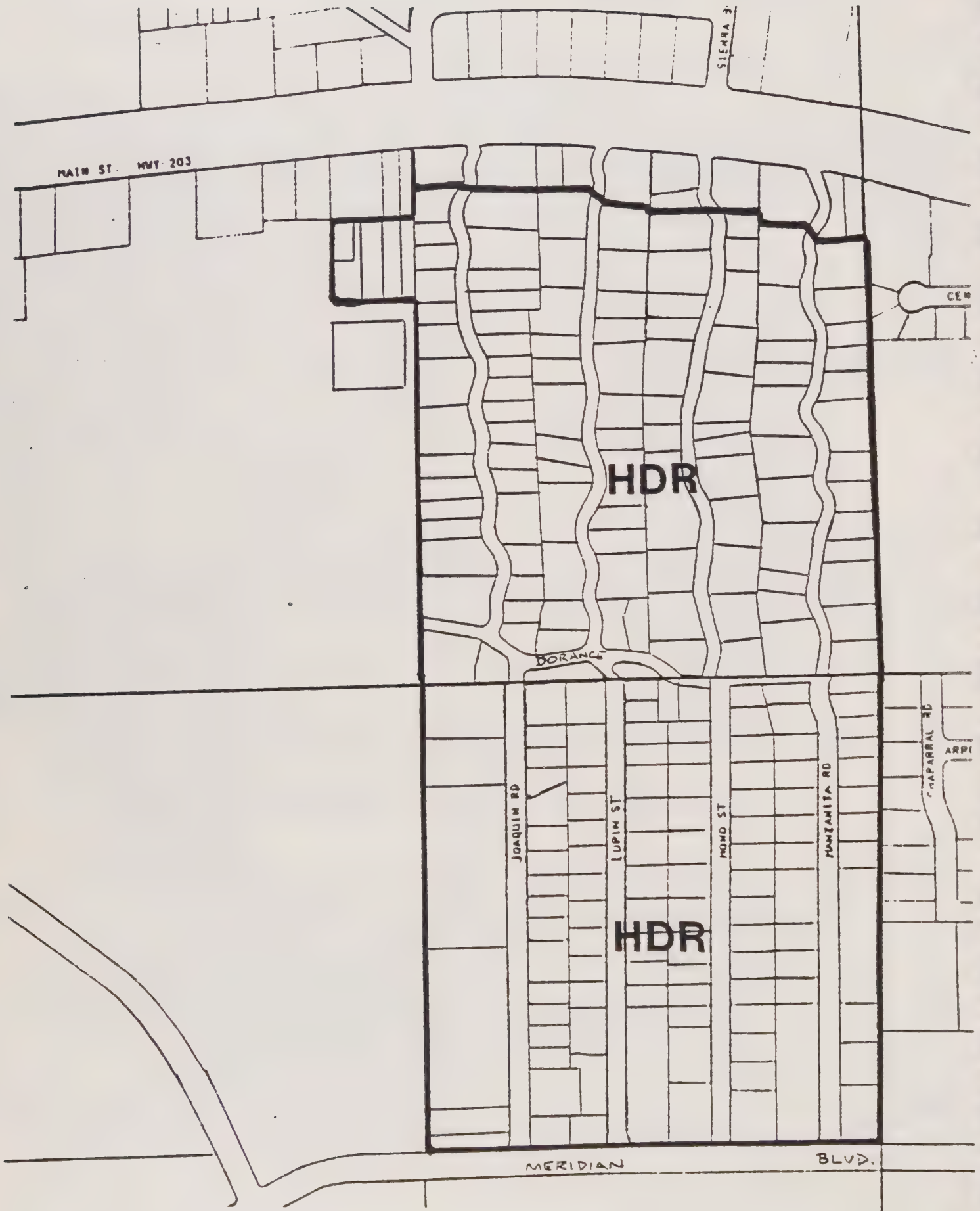
3. IMPLEMENTATION PLAN

- A. Development of transit hub, parking facilities, lift terminal and overhead gondolas. The parking facilities, overhead and ground transit facilities will be financed by the ski areas and private development projects commensurate with intensity of development.
- B. Require adequate infrastructure as prerequisite for development.
- C. All improvements shall conform to tree preservation and soil erosion control guidelines and Storm Drainage Master Plan provisions.
- D. Comply with visual conservation guidelines in the General Plan and Town Development Code when developing along Meridian and Minaret.
- E. Possible development of Civic Center facilities.

4. SPECIAL PLANNING OPPORTUNITIES

- o Special Planning and planned unit developments should include overhead transit facilities, civic facilities, resort and recreational uses, a transit hub, parking facilities, visitor waiting and information center, open space, and a variety of resort accommodations of differing intensities.

* See footnote, District 1.



DISTRICT 7 - SIERRA VALLEY

DISTRICT 7 - SIERRA VALLEY

1. PERMITTED LAND USES

<u>General Plan Designation</u>	<u>Existing Corresponding County Zoning*</u>	<u>General Plan Permitted Development</u>
High Density Residential (HDR)	= R-3	6 to 12 Units/ac.

2. CONSTRAINTS

- A. Roads/circulation
- B. Drainage/erosion
- C. Aging housing stock

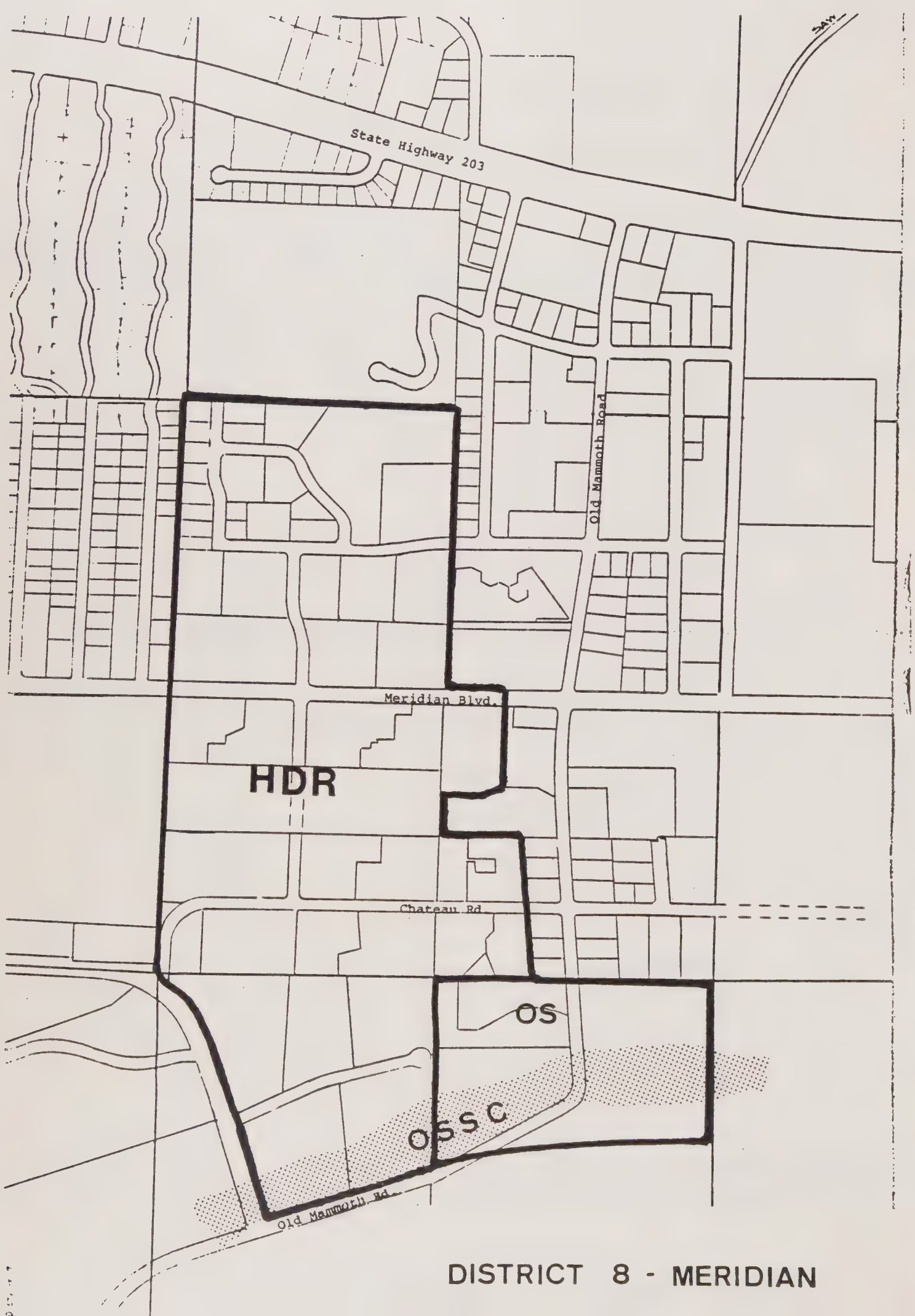
3. IMPLEMENTATION PLAN

- A. Adequate snow storage, encourage under structure or covered parking, increased right-of-way.
- B. Adherence to Storm Drain Master Plan, tree conservation and erosion control guidelines in the General Plan and Town Development Code.
- C. Development to emphasize duplex and apartment units. Incentives should be developed to encourage rental units.

4. SPECIAL PLANNING OPPORTUNITIES

- A. Potential redevelopment district.

* See footnote, District 1.



DISTRICT 8 - MERIDIAN

DISTRICT 8 - MERIDIAN

1. PERMITTED LAND USES

<u>General Plan Designation</u>	<u>Existing Corresponding County Zoning*</u>	<u>General Plan Permitted Development</u>
High Density Residential (HDR)	= MFR	6 to 12 Units/ac.
Open Space (OS)	= PA	
Open Space Stream Conservation(OSSC)		

2. CONSTRAINTS

- A. Roads/circulation
- B. Drainage/erosion
- C. Limited amount of open space
- D. Scenic road

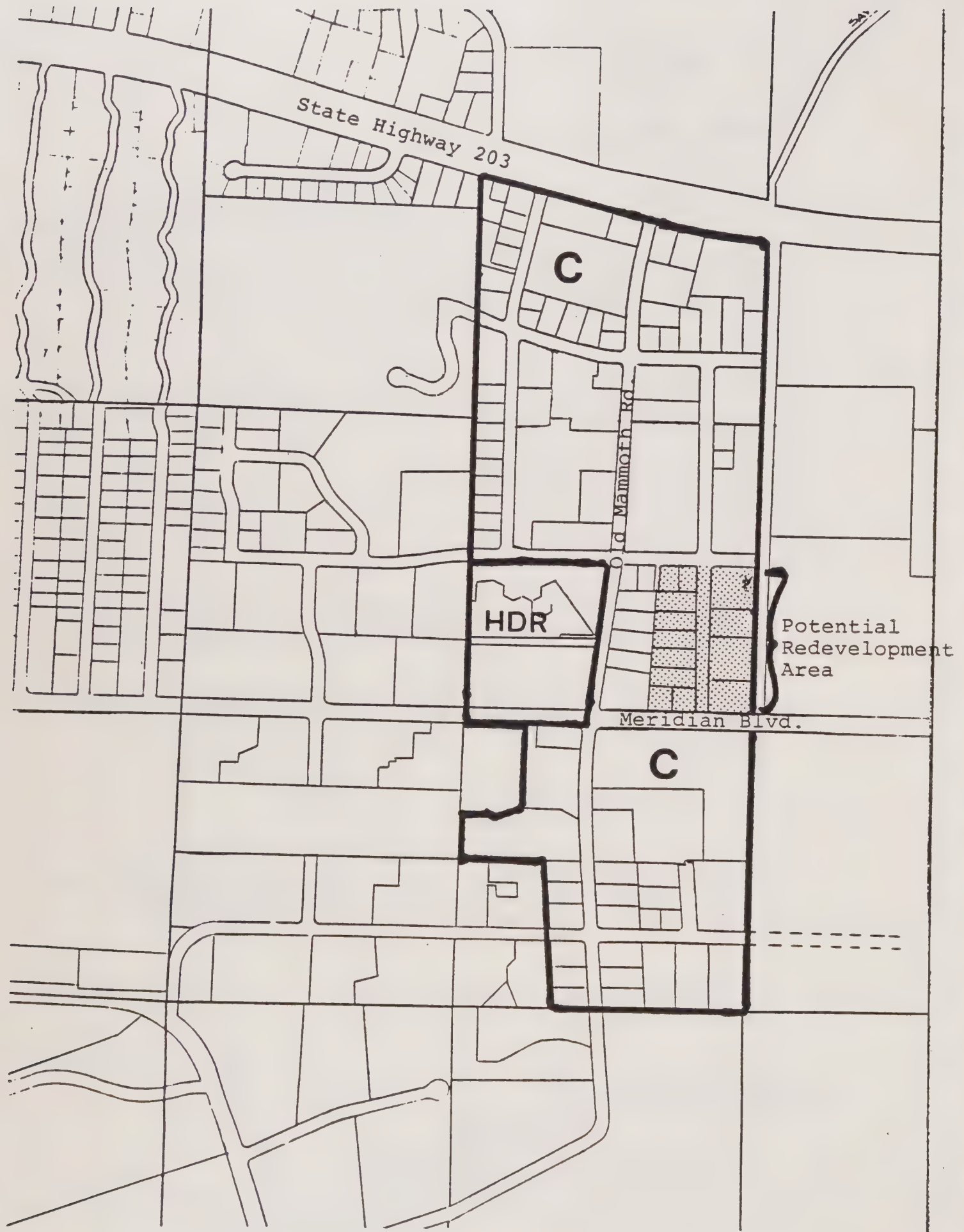
3. IMPLEMENTATION PLAN

- A. Provide bus shelters, on-site pedestrian and trail access, open Azimuth to through traffic, and extend Chaparral Road to connect to Shady Rest.
- B. Retain a minimum of 100 feet of open space on either side of Mammoth Creek and utilize the five acre parcel adjacent to the Creek for recreational use. Create creekside development standards.

4. SPECIAL PLANNING OPPORTUNITIES

- o As part of a community-wide Park Master Plan effort, design a community park with passive recreational amenities for the land in the southeast corner of this District located along Mammoth Creek on both the east and west sides of Old Mammoth Road.

* See footnote, District 1.



DISTRICT 9 - OLD MAMMOTH COMMERCIAL

DISTRICT 9 - OLD MAMMOTH COMMERCIAL

1. PERMITTED LAND USES

<u>General Plan Designation</u>	<u>Existing Corresponding County Zoning*</u>	<u>General Plan Permitted Development</u>
Commercial (C)	= CT and CC	
High Density Residential (HDR)	= MFR	6 to 12 Units/ac.

2. CONSTRAINTS

- A. Roads/circulation
- B. Drainage/erosion
- C. Lack of open space
- D. Multiplicity of ownerships with mixed commercial/industrial uses

3. IMPLEMENTATION PLAN

- A. Construct bus shelters and turnouts, parking structure and understructure parking, pedestrian walkways and trails, and a transit node.
- B. Retain natural landscaped areas, provide on-site sedimentation basins.
- C. Retain views, provide pathways, greenbelts, and sitting areas.
- D. Commercial with emphasis on lodging at Chateau.

4. SPECIAL PLANNING OPPORTUNITIES

- o Potential Redevelopment Area along Sierra Manor Road between Meridian and Sierra Nevada.

* See footnote, District 1.

OS

State Highway 203

Hospital

SP

Industrial Park

High School

Meridian Blvd.

IP

OS

Proposed Chateau Road Extension

OS

DISTRICT 10 - GATEWAY

DISTRICT 10 - THE GATEWAY

1. PERMITTED LAND USES

General Plan Designation

General Plan Permitted Development

Low Density Residential (SP)	3 Units/ac.
Industrial (SP)	As shown on Specific Plan
Open Space (OS)	Passive Open Space Use
Institutional/Public Facilities (IP)	Schools, Hospital facilities, Churches, Visitor Center, Town Yard

2. CONSTRAINTS

- A. Incompatible land uses
- B. Water supply and pressure
- C. Erosion /sedimentation
- D. Viewshed preservation

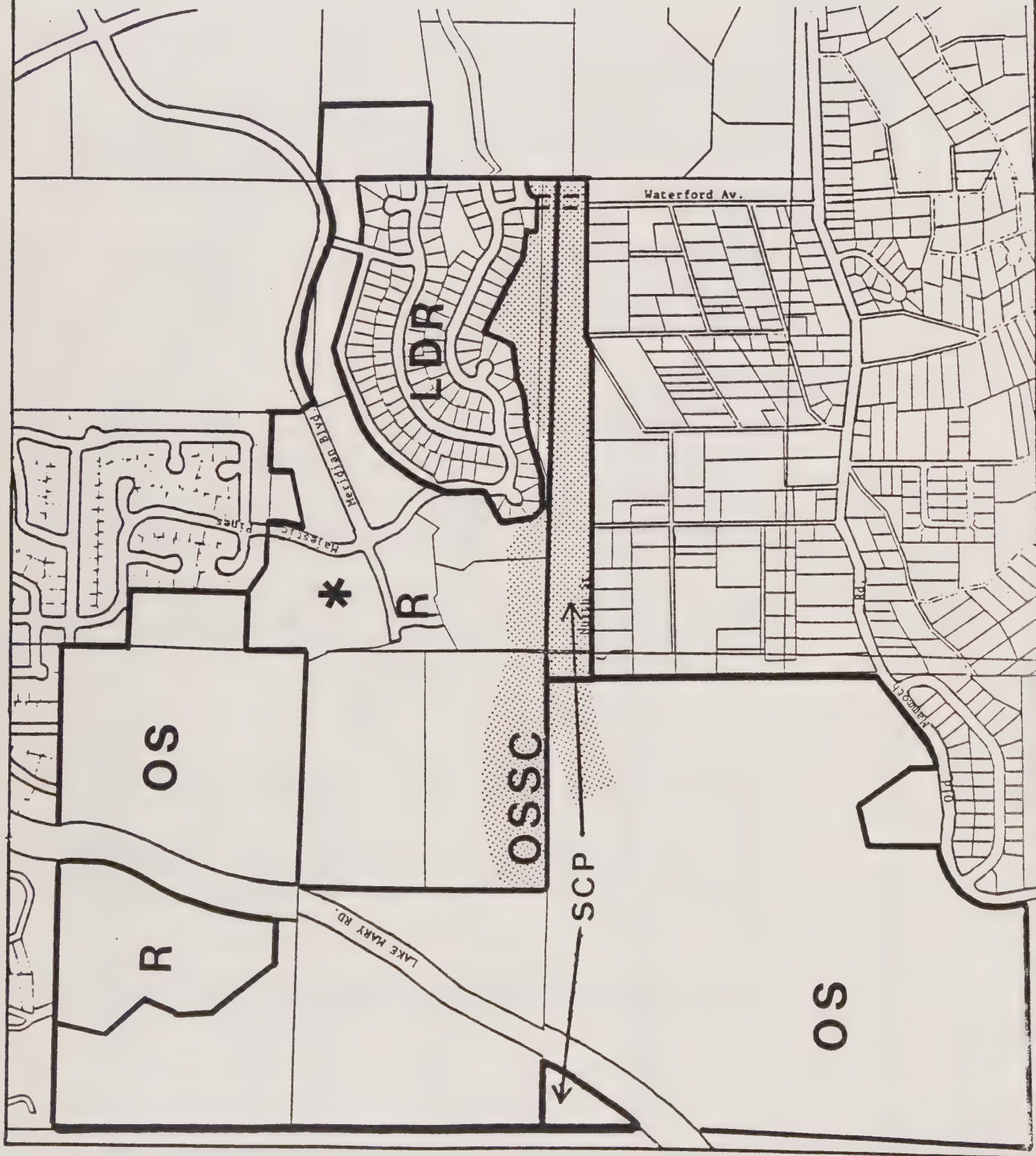
3. IMPLEMENTATION PLAN

- A. A waterline of sufficient volume and pressure for domestic and fire protection purposes shall be prerequisite to development.
- B. Limited grading shall comply with the "Scenic Road Development Standards", and will ensure that significant viewsheds shall be preserved, particularly along the Meridian "Gateway Drive".
- C. The Specific Area Plan and compliance with the visual conservation policies in the General Plan and Town Development Code will ensure that significant viewsheds shall be preserved, particularly along the Meridian "Gateway Drive".

4. SPECIAL PLANNING OPPORTUNITIES

- o The Specific Area Plan will ensure that this area develops as an attractive gateway to the Town of Mammoth Lakes.
- o The industrial park area is to accommodate the Town Corporation yard, and industrial uses that serve the Town. Residential areas are to be designed for market rate housing for families.
- o South Gateway area has potential for land banking.
- o Extend Chateau Road through to Meridian to relieve congestion at the intersection of Meridian and Old Mammoth Road.

DISTRICT II - WEST RIDGE



DISTRICT 11 - WESTRIDGE

1. PERMITTED LAND USES

<u>General Plan Designation</u>	<u>Existing Corresponding County Zoning*</u>	<u>General Plan Permitted Development</u>
Resort (R)	= P/CR	6 to 8 Units/ac.
Open Space (OS)	= OA	
Activity Node (*)	= CR/PA	(see Land Use Element)
Low Density Residential (LDR)	= R-1	3 to 5 Units/ac.
Special Conservation Planning (SCP)	= None	1 to 2 Units/ac.

2. CONSTRAINTS

- A. Topography
- B. Natural Resources
- C. Roads/circulation
- D. Fire protection
- E. Water supply
- F. Viewsheds

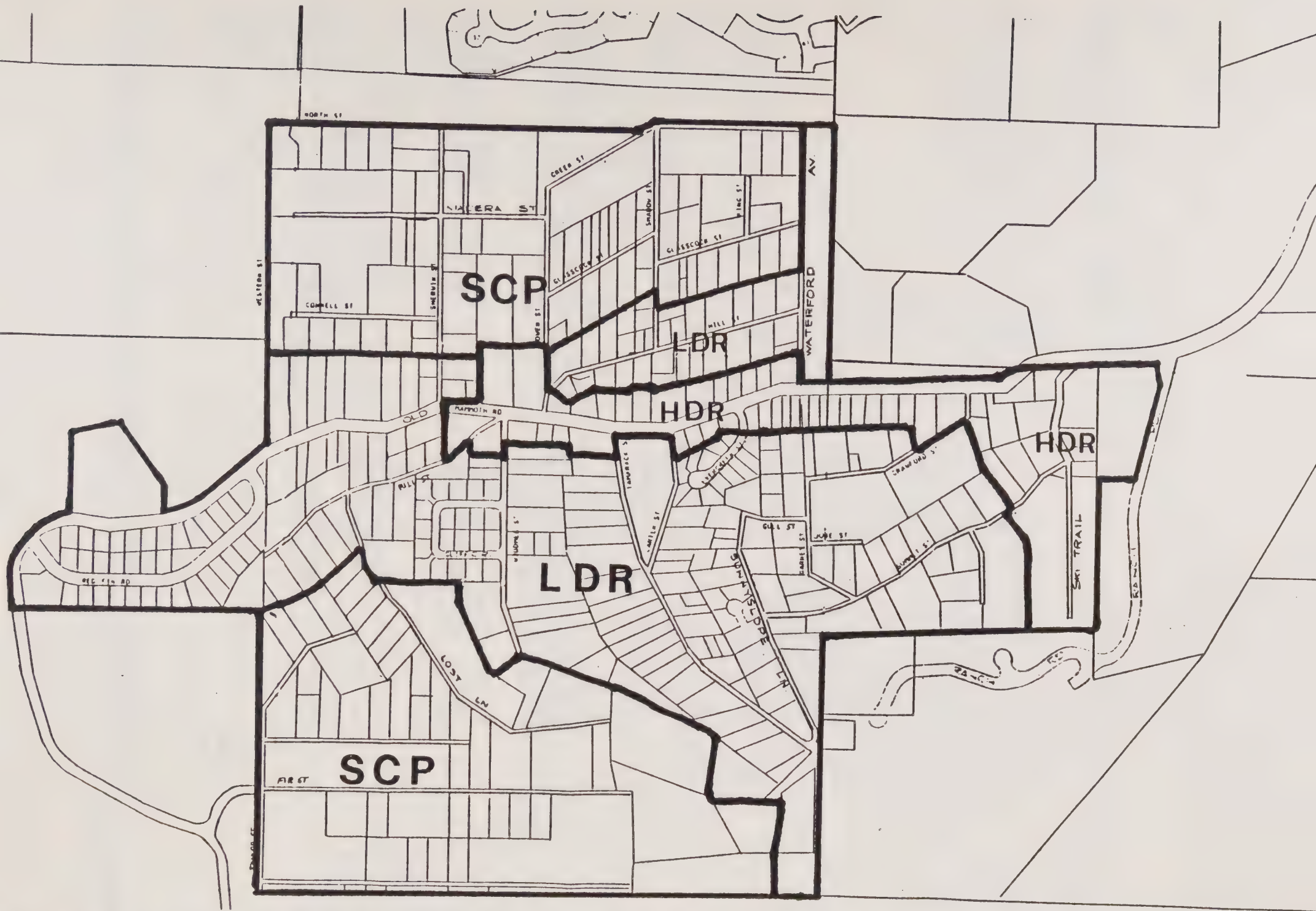
3. IMPLEMENTATION PLAN

- A. Development on slopes shall conform to Conservation and Open Space goals and policies.
- B. All creeks and the Valentine Reserve shall be preserved by adherence to Conservation and Open Space guidelines and streamside protection methods. Valentine Reserve shall be preserved from run-off and erosion resulting from development of adjacent properties.
- C. New development will provide for roads, parking, pedestrian ways/trails, overhead transit, and/or bus or shuttle service commensurate with the intensity of use. Meridian Boulevard may be extended to Lake Mary Road.
- D. Ski area development shall provide roads, parking and transit facilities commensurate with the intensity of ski development.
- E. Future development approvals shall be contingent upon the availability of adequate public services for build-out.

4. SPECIAL PLANNING OPPORTUNITIES

- o Development plans should provide for mass transit.

* See footnote, District 1.



DISTRICT 12 - OLD MAMMOTH

1. PERMITTED LAND USES

<u>General Plan Designation</u>	<u>Existing Corresponding County Zoning*</u>	<u>General Plan Permitted Development</u>
High Density Residential (HDR)	= R-3	6 to 12 Units/ac.
Low Density Residential (LDR)	= R-1	3 to 5 Units/ac.
Special Conservation Planning (SCP)	= None	1 to 2 Units/ac.

2. CONSTRAINTS

- A. Roads/circulation
- B. Drainage/erosion/Mammoth Creek drainage area
- C. Fire protection
- D. Water supply
- E. Scenic roads

3. IMPLEMENTATION PLAN

- A. Provide for pedestrian access, study extension of Waterford Road across Mammoth Creek.
- B. Minimize impervious surfaces except for needed road improvements and adhere to erosion control policies in the General Plan.
- C. Approval of development on the "Bluffs" will be contingent upon water capacity, financial feasibility of providing services to the area, and conformance with Special Conservation Planning area (SCP) requirements.
- D. Comply with visual conservation policies in the General Plan and Town Development Code.
- E. Improve and pave dirt roads in district to reduce sedimentation of Mammoth Creek.
- F. Setback development from Mammoth Creek.
- G. Joint or common driveways serving adjacent properties shall be encouraged in order to reduce the number of driveway approaches on Old Mammoth Road.

4. SPECIAL PLANNING OPPORTUNITIES

- o The "Bluffs" and Mammoth Creek floodplain shall be designated Special Conservation Planning areas (SCP) which will require retaining a minimum of 70% of the land in a natural state.

* See footnote, District 1.

DISTRICT 13 - SNOWCREEK

1. PERMITTED LAND USES

<u>General Plan Designation</u>	<u>Existing Corresponding County Zoning*</u>	<u>General Plan Permitted Development</u>
Resort (R)	= P	6 to 8 Units/ac. commercial, recreation
Activity Node (*)	= P/CR	

2. CONSTRAINTS

- A. Land use uncertainties
- B. Scenic route
- C. Water quality/supply
- D. Existing Snowcreek (Dempsey) Development Agreement.

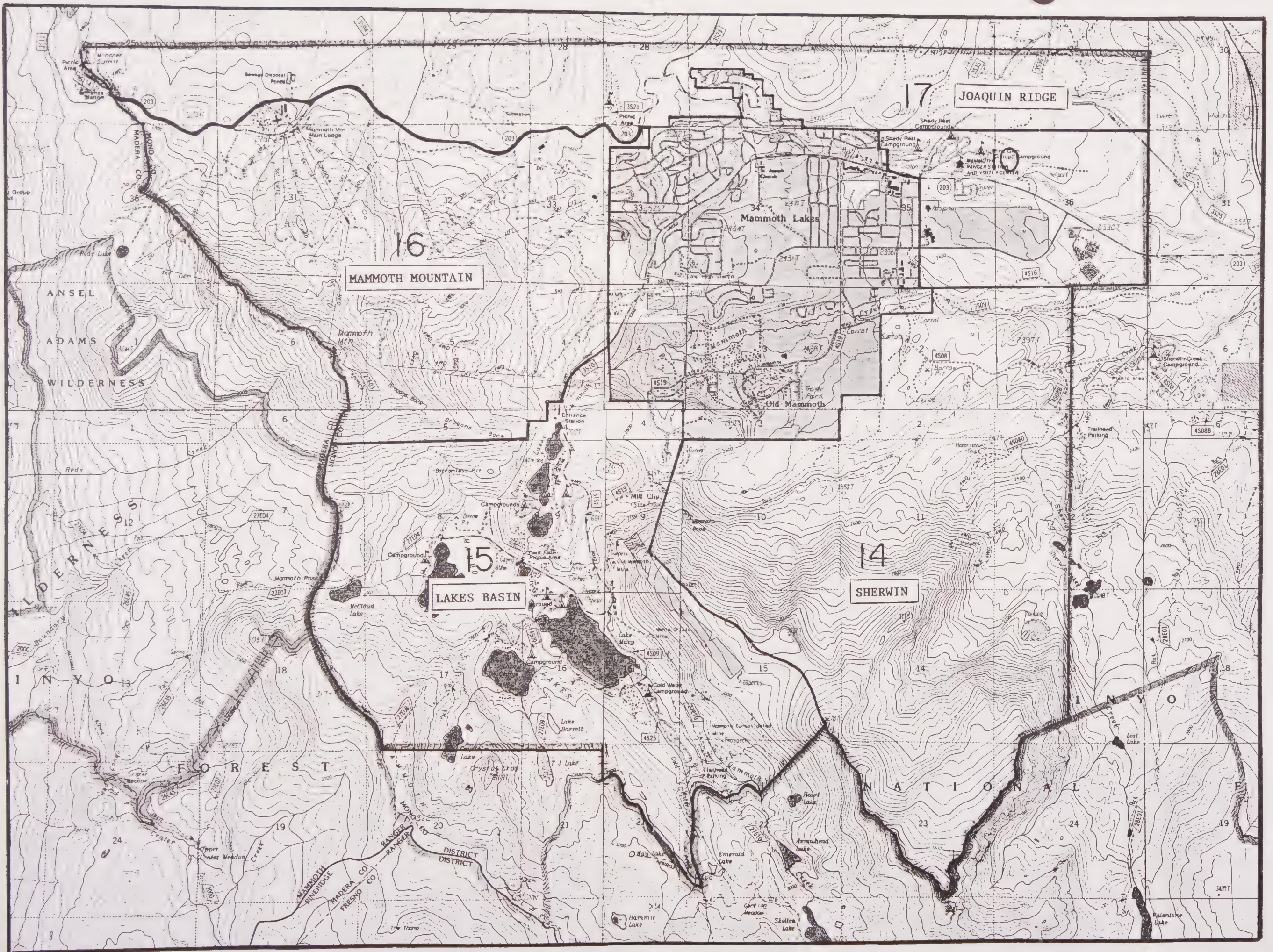
3. IMPLEMENTATION PLAN

- A. Encourage the Forest Service to allow land exchange for additional 9 holes of proposed golf course.
- B. Comply with visual conservation goals and policies of the General Plan and Town Development Code Requirements.
- C. Comply with erosion control standards in the Conservation and Open Space Element and Town Development Code as well as with specific measures contained in the EIR.

4. SPECIAL PLANNING OPPORTUNITIES

- o If land is acquired for golf course expansion, it will likely extend into the Sherwin District, and will thereby necessitate a coordinated planning effort for the two district areas.

* See footnote, District 1.



DISTRICT 14 - SHERWIN

1. PERMITTED LAND USES

<u>General Plan Designated</u>	<u>Existing Corresponding County Zoning*</u>	<u>General Plan Permitted Development</u>
Open Space (OS)	= OA/PA	Active and passive recreation development/ support commercial

2. CONSTRAINTS

- A. Drainage/erosion
- B. Roads/circulation
- C. Visual impacts
- D. Public services
- E. Natural resources
- F. National Forest Jurisdiction
- G. Avalanche Hazard

3. IMPLEMENTATION PLAN

- A. Submission of a detailed erosion and sediment control plan shall be a prerequisite to project approval.
- B. Road construction shall be completed prior to initiation of ski area operation.
- C. All proposed development shall be required to minimize visual impacts to the greatest degree possible.
- D. A feasibility study specifying cost and location of public service facilities should be submitted prior to project approval.
- E. A maximum amount of vegetation shall be retained, and ski slopes and chairlifts should be located with sensitivity to wildlife and vegetation. Sherwin Creek Road east of the Mammoth Rock Trail should remain unpaved.
- F. Road and ski area plans shall respond to deer herd patterns with use of migration corridors, fencing, and roads channeling deer to safe crossing.
- G. Encourage a 2nd nine holes for the proposed golf course.
- H. Encourage development of the Sherwin Ski Area with appropriate mitigation.

4. SPECIAL PLANNING OPPORTUNITIES

- o Other recreation development is possible within the Sherwin District. Opportunities include a golf course and skating rink.
- o Park facilities and increased recreation along Mammoth Creek.
- o Possible groundwater development.

* See footnote, District 1.

DISTRICT 15 - LAKES BASIN

1. PERMITTED LAND USES

<u>General Plan Designated</u>	<u>Existing Corresponding County Zoning*</u>	<u>General Plan Permitted Development</u>
Open Space (OS)	= PA	Active and passive recreation, R/SCP

2. CONSTRAINTS

- A. Roads/circulation
- B. Existing Special Use Permits
- C. National Forest Jurisdiction
- D. Avalanche Hazards

3. IMPLEMENTATION PLAN

- A. Extend transit system. Construct a pedestrian system parallel to roads in the Lakes Basin.
- B. Construct bicycle lanes or trails along the Lake Mary Road.
- C. Encourage the Forest Service to extend the leases for cabins now on Tenure until money is available to build the facilities that will replace those cabins.
- D. Encourage limited expansion of existing resorts. Discourage any new resorts.
- E. Development emphasis should be on day use facilities.
- F. Limited snowmobile use for new recreation facilities.

4. SPECIAL PLANNING OPPORTUNITIES

- o Research possibility of increased water storage in Lakes Basin.

* See footnote, District 1.

DISTRICT 16 - MAMMOTH MOUNTAIN

1. PERMITTED LAND USES (SEE DISTRICT MAP FOR SPECIFIC LOCATION)

<u>General Plan Designation</u>	<u>Existing Corresponding County Zoning*</u>	<u>General Plan Permitted Development</u>
Open Space (OS)	= PA	Active recreation, commercial, lodge, employee housing uses

2. CONSTRAINTS

- A. Roads/circulation
- B. Drainage/erosion
- C. National Forest Jurisdiction
- D. Lack of employee housing
- E. Existing special use permits
- F. Avalanche Hazards

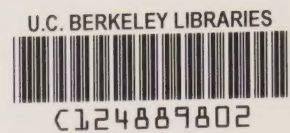
3. IMPLEMENTATION PLAN

- A. Encourage construction of parking structures to serve ancillary ski facilities and improve public transit from Town to discourage parking of private vehicles at the ski area.
- B. Establish a liason with the Forest Service to maintain input in the ski area development review process, with specific focus on impacts to the Town.
- C. Provision of housing affordable to Mammoth Mountain Ski Area employees within the community should be made a priority.

4. SPECIAL PLANNING OPPORTUNITIES

- o A coordinated planning effort should balance development at Mammoth Mountain with complimentary development within the Town's urban area.

* See footnote, District 1.



DISTRICT 17 - JOAQUIN RIDGE

1. PERMITTED LAND USES (SEE DISTRICT MAP FOR SPECIFIC LOCATION)

<u>General Plan Designation</u>	<u>Existing Corresponding County Zoning*</u>	<u>General Plan Permitted Development</u>
Open Space (OS)	= PA	Recreation activities

2. CONSTRAINTS

- A. Roads/circulation
- B. Scenic road
- C. National Forest Jurisdiction

3. IMPLEMENTATION PLAN

- A. Request Forest Service to consider offering additional parking areas, groomed trails, and other amenities for recreationalists.
- B. Allow for expansion of Shady Rest Park to the east of the existing facility.
- C. Develop trails for bicycling, running, etc. which connect to comparable trails within the community.

4. SPECIAL PLANNING OPPORTUNITIES

- o To promote the Scenic Loop as an alternate northern entry to the Mammoth Lakes Area and thereby reduce congestion on Main Street during peak periods.
- o Consider additional Nordic and Alpine skiing development.

* See footnote, District 1.

